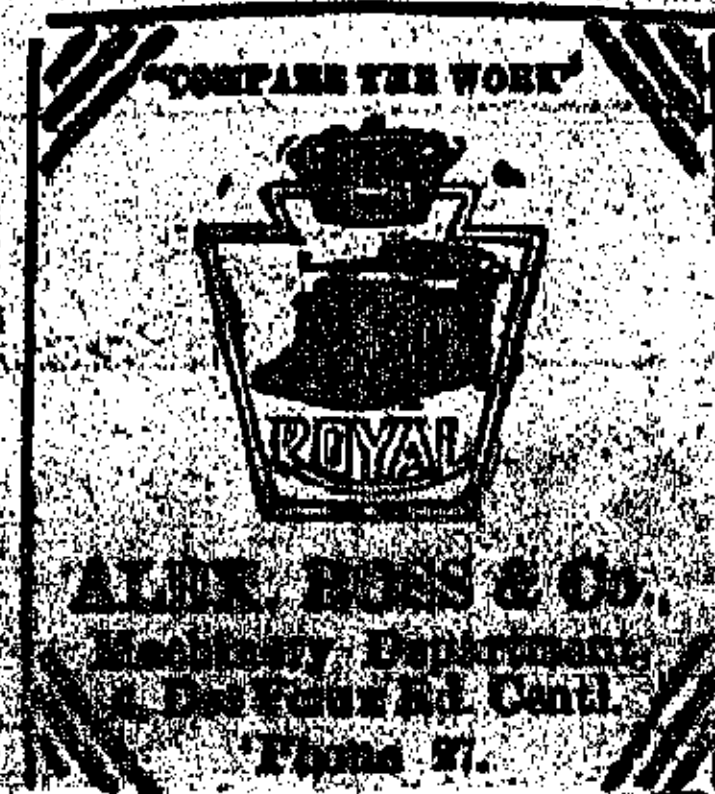


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TOMATO CATSUP.
1874

Hongkong Daily Press.

ESTABLISHED 1877



Registered as a Newspaper at the General Post Office in the United Kingdom.

No. 18,679. 號九十七百六十八萬一第 日三十月二年午戊 HONGKONG, THURSDAY, APRIL 4th, 1918. 四拜禮 號四月四年七國民華中 PRICE, \$3 PER MONTH.

INTIMATIONS

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PEAK TRAMWAY COMPANY, LIMITED.

TIME-TABLE

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INTIMATIONS

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AN INSPIRATION TO THE ARTIST.

MUSICAL STUDENT AND AMATEUR.

15% DISCOUNT ALLOWED FOR CASH.

EASY TERMS CAN BE ARRANGED.

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SOLE AGENTS.

[234]



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If you could but realise market conditions as they are now you would purchase your underwear from

MACKINTOSH'S without delay.

The large selection to be seen there are all dependable, and as to the price, it is doubtful if we could buy to-day at the figure we ask you to pay.

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LA MINERVA

CIGAR FACTORY.

ESTABLISHED 1892.

MINISTROS CIGARS.

in boxes of 25.



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\$4 per box duty paid.

LANE, CRAWFORD & CO.,

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[181]

PACIFIC MAIL S.S. CO.

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For further information, rates, literature, schedules, etc., apply to
COMPANY'S OFFICE in Alexander Building, Canton Road.
Telephone 141.

THE RACECOURSE DISASTER.

EVIDENCE OF EXPERTS.

DISAGREEMENT WITH COLONEL WARD.

MR. H. W. BIRD STATES THAT HE WOULD HAVE PASSED THE SHEDS.

MR. LO'S STATEMENT ON BEHALF OF RELATIVES OF CHINESE VICTIMS.

ENQUIRY TO CLOSE TO-MORROW.

The enquiry into the disaster at the Race Course was continued at the Magistracy yesterday.

Mr. T. L. Perkins, recalled, said the ordinary price for erecting matcheds with windows and doors was \$8 per hundred feet. A fair price for the racecourse sheds would be about \$7 per 100 square feet of ground area covered. An approximate calculation made from the site plan of the racecourse matcheds showed that there were 22,300 square feet, which, at \$7 per 100 square feet, came to \$1,561.

The object of this evidence was to show that a fair price had been charged by the contractor for his work. His charge was something over \$1,000.

Mr. A. E. Wright then produced a plan of the matcheds, based upon the evidence given by the contractor, showing the position of the staircases in each shed.

Mr. Bowley: The general tendency of the positions of the staircases would be towards the cemetery?—Yes.

AN ARCHITECT'S EVIDENCE.

Mr. H. W. Bird, partner in the firm of Messrs. Palmer & Turner, architects, said he had read the report of the enquiry in the *Daily Press*, had seen the sheds during the course of construction and had examined the models of sheds 8, 9 and 16 in Court. In his opinion it was impossible to pick out any shed and deal with it individually. One must take the whole structure when considering the cause of the collapse.

Witness was invited to make a statement, but he remarked that he would prefer to answer questions and give his opinion on any points that might arise.

The Crown Solicitor: Some of the sheds are one storey, some two storeys and some three storeys. Do you consider a three storey matcheds is safe for practically an unlimited number of people?—There again it is a question of the three storey portion of the whole structure. If you took out this particular three storey matcheds and allowed it to stand by itself, and crowded it with people, it would be exceedingly dangerous. That would be quite different to the present position where the shed is supported by the sheds adjoining it.

Dealing with the question of struts, witness stated that the struts of the three storey matcheds should have been carried out in line with the roof, as was the case with the two storey matcheds. But in that case these struts would have had to have been carried back some 70 feet, and that would put them right on to the putting greens.

The Coroner: For this reason—that in the absence of struts the three storey shed would be less stable than the two storey shed?—You are rather taking one matcheds out of the whole structure again.

The Coroner: That is so, we will say "would be a less stable portion of the structure"?—Yes.

Dealing with the model of the three storey shed, do you think it would have been better if there had been more cross bracing?—If there had been more cross bracing it would have been stronger, but at the same time, the braces which have been put in are more important than the braces which have been left out. I think that cross bracing in the rear and front walls would make the shed stronger, but I think, also, that the cross bracing of the party wall is more important because it resists the normal movement which would be from front to back.

It has been suggested that the cause of the collapse was a thrust towards one side towards the cemetery—do you think that in their construction the matcheds are weaker to resist that thrust than any other?—That question is rather answered by my suggestion about struts. If the struts had been carried out right at the back they would have resisted such a thrust. If there had been a thrust that way these shores, which I suggest, would have counter-acted it.

That is, they would have resisted a lateral thrust in the shed?—It is not altogether a lateral thrust. It is a thrust from East to West.

There was as much likelihood of these sheds giving way from a thrust front and back near the centre of the row, as from a thrust from right to left?—That is my opinion.

Then it comes to this, that having regard to the fact that the sheds 9 to 15 inclusive had no struts behind, though their party walls were cross-braced, and to the fact that struts were placed behind sheds 1 to 8 inclusive, these matcheds were as well constructed to resist a lateral thrust from the direction of shed No. 19 as they were to resist a thrust from front to back in the centre of the row?—Yes. In my opinion the sheds would have been very much stronger with the struts at the rear, but I would not go so far as to say that their absence was a source of weakness.

PASSING THE SHEDS.

If you had had the duty of inspecting these sheds, do you think you would have passed them as erected?—It is a rather difficult question, but seeing that these matcheds have been similarly constructed—certainly in 1916, 1917, and 1918—and they have successfully done their work, I think I should have passed them.

You would have had no misgivings about it?—That again is a difficult question; but supposing I had had misgivings and I had said let us test these matcheds, you could only test them with a dead load. It would have been quite impracticable to test them with a live load.

The point is whether you would have insisted upon certain changes being made?—I am not sure. I would be very doubtful about making any very great changes in construction, especially in view of the fact that similar sheds had been erected in previous years.

You think you would have passed them confidently?—I don't know about that. I must say it would have been a very strong point in their favour that the sheds had been similarly constructed for several years previously and there had never been an accident. One has a great deal of faith in these matcheds constructed by the same contractors. It would have weighed very strongly with me.

What we are asking is that you take all the responsibility on your own shoulders and form an opinion as to what you would have done?—It is pure conjecture.

I might have insisted upon some more struts at the back on to the greens. If I had made any changes at all that is the one I think I should have made.

Assuming for this discussion that you had seen the designs before the sheds were erected and had been given a free hand—If I had made any alteration the one I have just referred to would have been the one I should have made. I should have said: "You want some more struts at the back." I do not think I should have made any point about cross-bracing front and back. You have to take into consideration what the sheds are for and you want to keep the front as open as possible for people to see and at the back you have the exits.

If you had had control of the design of these sheds the only alteration you would probably have made would be the addition of struts behind?—I think so, your worship.

You do not think you would have insisted upon the three storey portion being reduced to two storey?—No, I don't think so. Actually, of course, having three storey sheds makes a great deal of difference, and if you have floors carried through the whole structure is considerably stronger.

Do you think you would have insisted on the floors being for the most part on the same level throughout?—That is practically the same as the previous question.

Not quite, because in some two storey sheds the floors are at different levels?—I don't think I should. In view of past experience you would have passed the sheds as they stood?—I think I should.

Looking at the photographs, do you consider the 1914 sheds were more stable than the 1918 sheds?—Undoubtedly.

For the reason that the floors in 1914 were built on the same level?—Yes, but it does not follow that because the 1914 sheds were stronger than the 1918 sheds were not strong enough.

The photographs of the sheds for a series of years show how the matcheds have been increasing in height from year to year, would you have allowed that increase to go on?—There must be a limit. You cannot go on piling up the storeys.

Where do you think you would have stopped them?—I can hardly say.

If you had had the passing of the matcheds over a series of years you would have noticed this increase. Would you have stopped it this year?—I would certainly not allow them to go higher than now. But as a matter of fact judging from the photograph there was a four storey matcheds in 1916. To my mind there is no difference between the matcheds of 1916 and 1918. If anything 1916 are worse.

A THEORY AS TO THE COLLAPSE.

Have you yourself formed any theory as to the cause of the collapse?—I have thought a good deal about it, and the only theory I can form is that, after the first day's racing, some of the important uprights got out of the perpendicular which, in a shed loaded with people, would cause these uprights to break. They are only intended to carry an absolutely vertical load. That would cause the sinking at that portion of the shed. A number of people would be thrown on to that spot and the collapse of any portion of the structure would tend to throw the whole thing down. It is possible that some of the lashings may have got loose after the first day's traffic. That, with the increased traffic on the second day, would cause the poles to leave their vertical position and the effect, in a heavily loaded shed, would be to break the uprights. If there is any truth in the statement of lashings being out that would have a similar effect.

The suggestion was made by Colonel Ward that if these lashings were cut at any point it would not cause the uprights to leave the perpendicular—I do not agree with that at all. That opinion would only apply to an absolutely dead load, and I should be doubtful about it if struts are coming all day.

Have you been able to form any opinion as to what point in the row of sheds the collapse began?—The only thing I can suggest is that it was somewhere near Nos. 8 and 9.

What makes you think that?—The way in which, according to all accounts, the sheds fell. They fell in that direction from East to West.

The fact that they fell East to West leads you to suppose that a weakness occurred there?—I think so. If it had occurred there it would have had the effect of bringing the sheds down in that direction.

Let us assume that the cause of the collapse was that these sheds were carrying a load too heavy for them and, suppose the sheds were standing upright at the time, how would you expect that fact to disclose itself?—I think the poles would break.

How would you account for the fact that the sheds were seen to sway backwards and forwards before falling?—If some portion of the structure had sunk down I think that the sheds would undoubtedly sway before falling.

Mr. Perkins, in his evidence yesterday dealing with overloading, said he would expect the sheds to bulge at the back or front. You think that the fact that there was too great a load would be disclosed by the breaking of the uprights?—My own idea is that the uprights would bend and then finally snap. The act of bending might cause the sheds to bulge.

Would you expect the bulge to be noticeable back and front?—Not for any length of time. The poles would bend first and then break.

Look at the cross bracing in the front and rear walls as shown on the plan. Have you any comment to make?—The cross bracing in the rear wall does not join up with the adjoining cross bracing near sheds 9, 10 and 11.

For that cause there is a point of weakness?—Yes.

In the model, as you will see, there is cross bracing underneath the floor. Do you consider that cross bracing would have any effect in resisting a thrust?—Oh, yes, to a certain extent. It would offer a fair amount of resistance to a thrust.

The cross bracing in the roof, would that, help?—I do not attach much importance to that.

Looking at the site plan you will see that the sheds are erected in a curve. Would you, on account of that curve, have taken measures to make the sheds extra strong at the point where Nos. 8 and 9 are erected?—That would rather strike one as being a weak point.

In your opinion does it make any difference to the stability of the sheds whether the poles are inserted into the ground or not?—None at all.

The struts should be let into the ground?—They want to be secured to something which is let into the ground.

The fact that the uprights rest on boards, and not on the ground, is that favourable or unfavourable?—I should say it was favourable to stability.

The Crown Solicitor: As a practising architect would you consider the drawing of a plan of these matcheds beforehand, as is done in the case of a permanent building, to be of any use?—It would have been useful to the Inspector to have had plans made by someone with a knowledge of building. All he would have had to have done then would be to see that the plans were carried out.

Do you think it would have made any difference to the safety of the structure if plans of the matcheds had been prepared?—They might, probably, then not have been built so high, but, after all, that depends largely upon the man for whom you are building.

The Coroner: If your firm had been asked professionally to prepare the plans for these matcheds would you, having that responsibility, have made certain calculations and exercised certain precautions?—I think probably I should, but I do not think it possible to work out engineering strains for this building, taking the building as a whole.

That being so would your firm have refused to prepare the plans?—Very likely. Certainly we should not have cared about it.

Supposing you had been asked to prepare these plans and had undertaken to do it, could you have arranged for a safety margin of strength to be allowed to cover all the conditions?—I think you could. You could have allowed a margin so as to have made it morally certain that the structure would serve its purpose. I should be largely guided by precedent without doubt.

Would it be fair to say in considering the cause of the collapse that, although the sheds must be regarded as one structure, the cause of the collapse might have been defective material in one shed?—Yes, but all the other sheds would go to counteract that weakness. If the weakness was so great that the other sheds could not counteract it there would be a collapse. Take for instance, one shed standing alone. It would be much more dangerous to have a defect in that shed than if the shed had others on either side of it.

Each of the owners made a separate contract with the contractor, and it is of great interest to them, I take it, to know whether what caused a collapse was a defect in the whole row of sheds as one structure, or whether the cause of the collapse was a defect in the material in one of the sheds. Can you help us?—I see your point, but I cannot give any help. If certain of the uprights got out of position in a certain shed the tendency of a collapse at that spot would be to draw all the sheds with it.

THREE POSSIBILITIES.

Then there are three possibilities, one that the uprights got out of the perpendicular, two, that owing to overloading some uprights, one or more broke, and three, that there was defective material in one of the sheds. It might be any of these three. Each, to my mind, would produce the same result.

It has been suggested that the lashings were cut at the base of No. 12. What would you expect the effect of that would be?—I do not think if they were cut at that low level that it would cause a collapse. I do not think it would effect the whole structure.

Commenting upon the plan showing the positions of the staircases witness said that the fact that the majority of the staircases were on the same sides of the sheds would be a cause of weakness in case of a panic.

Mr. Bowley: Looking at the contractor's sketch of the cross bracing your criticism was that the cross bracing of No. 9 was not carried far enough. The reason for stopping the cross bracing was to allow for the openings?—That is so.

The Coroner: Don't you think that these doorways could have been so arranged as to allow for better cross bracing?—It would be difficult, but I don't think it would be impossible.

Mr. Bowley: You were asked by his worship if Nos. 8 and 9 did not form a weak spot owing to the angle. Seeing that these sheds are constructed as one, that all the poles are carried as far as possible, that the cross bracing under the floor is carried right through, that the cross bracing of the roof is constructed as if there was a single roof—generally is not the fact that these sheds were constructed as one a source of strength?—I think so, yes.

Mr. Perkins informed us that the staircase would form a natural strut. No doubt it does. Constructed as it is, it forms a good strut.

The witness was then cross-examined by Mr. Bowley on the various points of alleged weakness in the structure.

the evidence will be completed
Bowley will address the jury on
afternoon.

Hongkong, 15th March, 1918.
(Continued at foot of next Col

mm.) 1 stand telescope, 21 hand telescope
65 binoculars.

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Tombola a Successo.

THE TOMBOLA.

THE Success of the Tombola depends upon the presentation of Prizes and sale of Spills.

All Persons are reminded that all gifts such as Curies, Ornaments, Jewellery, Furniture, Glass, Silver Ware, etc. (clothing excepted), are suitable and they are asked to contribute such gifts generously.

Many Ladies are now collecting gifts, and a depot to which intending donors, who have not yet been approached, may send will be advertised later.

In the meantime everyone is asked to set aside all superfluous articles to make the Tombola a Success.

NEW ADVERTISEMENTS

NOTICE

HAVING RESUMED CHARGE of my business carried on under the style of Messrs. S. C. ISMAIL & Co., I, the Undersigned, hereby give notice that from this date all cheques on Bankers, Contractors and other matters in connection with the business of the firm will be signed by me.
S. C. ISMAIL.
Hongkong, 3rd April, 1918. [1867]

HONGKONG GYMKHANA CLUB

THE FIRST GYMKHANA MEETING of the season will be held at HAPPY VALLEY, on SATURDAY, the 6th April, 1918, commencing at 8 15 p.m.
The Charge of Admission will be \$1 for others than members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.
Soldiers and Sailors in uniform Free.
The Committee invite the Ladies of Hongkong to be present.
[1858]

WAR CHARITIES COMMITTEE.

A MEETING of the WAR CHARITIES GENERAL COMMITTEE, which the British Community is invited to attend, will be held at 5.30 p.m. on MONDAY, 8th April, 1918, in the CHAMBER OF COMMERCE ROOM, CITY HALL. His Excellency the Governor will preside.
Business:—
1. To receive the report of the Executive Committee.
2. To add further members to the General Committee.
3. To invite and discuss suggestions.
The election of an Executive Committee by the General Committee will take place after the meeting.
E. R. HALLIFAX,
Honorary Secretary,
War Charities Committee,
Hongkong, 3rd April, 1918. [1859]

NURSE WANTED.

WANTED, A PORTUGUESE or EURASIAN or EUROPEAN NURSE for out-poor to look after two children. Wages \$60 a month and all found. Work very light. No washing or house work to do. Spend summer in Japan.
Apply—
Box 44,
Care of "Daily Press" Office,
[1861]

ST. JOHN'S CATHEDRAL.

ORGAN RECITAL

ON
MONDAY.
AT 6.00 P.M.

Vocalist:

MRS. MURIEL.

[1862]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
FROM LONDON, GENOA AND STRAITS.

THE Steamship

"GLEN FER"
Having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at TAIK, RISE into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.
Goods not cleared by 10th instant, at 5 p.m., will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined by Messrs. GODDARD & DOUGLAS, on the 10th instant, at 10 a.m.
Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 3rd April, 1918. [1863]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"KWAIBANG"
Having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.
Goods not cleared by the 10th April, will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined.
Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, 3rd April, 1918. [1864]

NEW ADVERTISEMENTS

THE DAIRY FARM CO., LTD.

APPLICATION has been made to the Directors of this Company to issue to (deceased) a duplicate Certificate or Certificates in lieu thereof upon the statement that the Original Certificate No. 1909 for Shares numbered 28776 28834 and dated 11th January, 1905, has been LOST or DESTROYED. AND NOTICE IS HEREBY GIVEN that if within 30 days from the date hereof no claims or representation in respect of such Original Certificate is made to the Directors they will proceed to deal with such application for a Certificate.
M. J. ANUK,
Secretary.
Dated 4th day of April, 1918. [1860]

MARATHON RACE:

OPEN to all SERVICES SCHOOLS and the PUBLIC GENERALLY.
STATUE SQUARE (Law Courts) to SHAUKIWAN and BACK.
Distance about 10 miles.
SATURDAY, April 13th, 1918.
Starting at 3 p.m.
Prizes according to number of Entries.
Conditions:—Go as you please. No stopping.
Minimum clothing, singlet and shorts.
Entrance fee One Dollar, to be sent with name and rank (if any) to:—
Staff Inspector J. C. WILDIN,
Hongkong Police Reserve Headquarters, Princes Buildings, Ice House Street.
Entries close on SATURDAY, April 6th. [1861]

NOTICE

MONSIEUR RENÉ SALLÉ hereby begs to inform the Public that owing to the recent Sale of the Firm A. R. MARRY to Messrs. P. A. LAPOQUE & CIE, his Resignation in favour of M. GUMEL-SINDO J. SEQUEIRA, ex-agent for the above-named Firm A. R. MARRY in Hongkong, has been withdrawn and cancelled.
[1863]

TO ALL WHOM IT MAY CONCERN.

I HAVE This Day RESUMED Business as a Solicitor and Notary Public under my former Firm name of GOLDING AND PHILLIPS at No. 7, Queen's Road Central (top floor).
PHILIP W. GOLDING.
Hongkong, 2nd April, 1918. [1847]

NOTICE

UNION WATERBOAT CO., LTD.
ONE CERTIFICATE No. 876 for Twenty-one Shares Nos. 27000 to 27020 inclusive in this Company, standing in the name of Mr. LE MAN HING, has been LOST; and if at the expiration of One Month from the date hereof the above Certificate be not forthcoming, another Certificate for the said Shares will be issued by the Company, and thereafter no other will be acknowledged.
UNION WATERBOAT CO., LTD.
DODWELL & Co., Ltd.,
General Managers.
Hongkong, 26th March, 1918. [1823]

UNIVERSITY OF HONGKONG.

THE UNIVERSITY requires the services of a part-time TEACHER of Practical Chemistry for four afternoons weekly, commencing in September next. Applications to be addressed to:—
THE REGISTRAR.
Hongkong, 26th March, 1918. [1820]

WANTED.

STENOGRAPHER, Male or Female, State experience, salary required and references. Apply—
Box No. 100
Care of "Daily Press" Office.
1817

WANTED.

ENGLISH NURSE Wanted in Shanghai for two young Children. Good salary. Apply to—
Mrs. STEWART,
c/o CHARTERED BANK, Shanghai.
[1849]

WANTED.

FURNISHED HOUSE at the PEAK to rent during Summer months.
Reply—
Box No. 3,
Care of "Daily Press" Office.
[1850]

G. R. B. NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the CRIMINAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Applicants will be required to produce Passports or identification papers.
All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION or PERSONS ORDINANCE 1916.
Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.
The Penalty for non-compliance is a fine not exceeding \$50.
[186]

HOUSES TO LET

TO LET—AT PEAK.

FULLY FURNISHED FIVE-ROOMED HOUSE, for May and June.
Apply to—
Box No. 123,
Care of "Daily Press" Office.
[1851]

TO LET.

COMMODIOUS and well-fitted SHOP in Alexandra Buildings.
Apply—
SECRETARY,
A. S. WATSON & Co., Limited.
[1852]

TO LET.

IMMEDIATE entry, Four very desirable SHOPS, situated in Ice House Street, opposite the Grand Hotel, recently reconstructed.
For rent and other particulars apply to—
THE MANAGER,
HONGKONG ICE CO., Ltd.,
45, Connaught Road Central.
[1809]

TO LET.

A FLAT in Nathan Road, Kowloon.
FOUR-ROOMED HOUSES in Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
[1838]

TO LET

OFFICES in York Buildings.
HOUSES at Shamien, Canton.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.
[18]

FOR SALE.

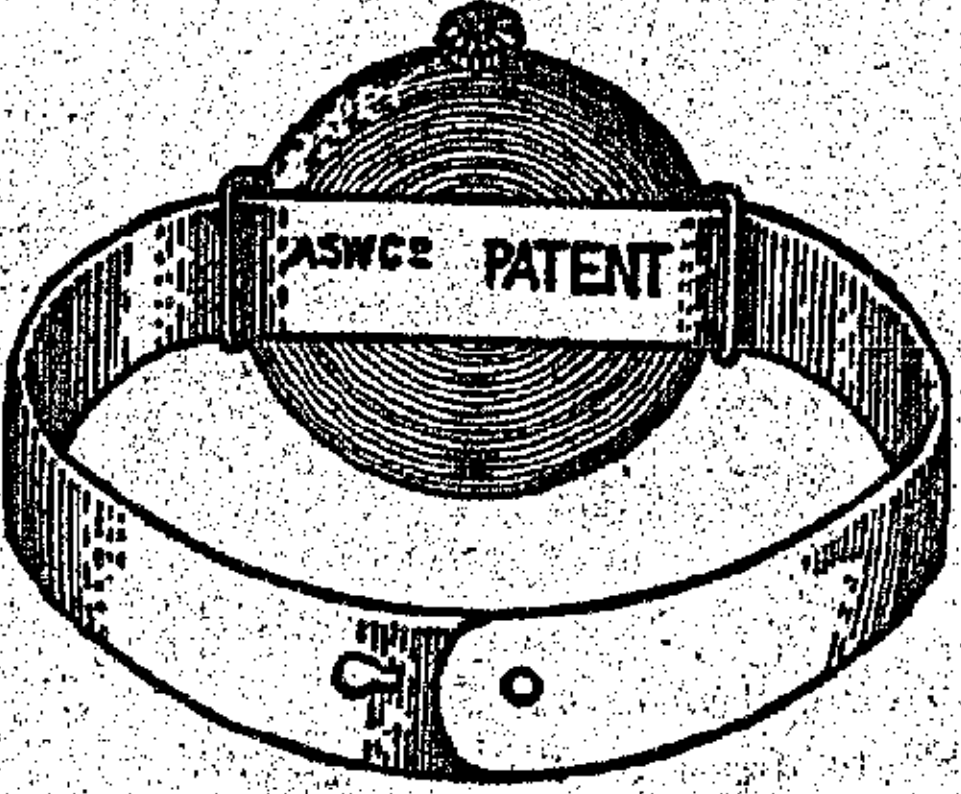
TUBECULUM, Barker Road, 155, Peak.
Apply—
DUNCAN CLARK,
Care of LANE, CRAWFORD & Co.
[1711]

FOR SALE.

"GALESEND" 109, The Peak, 6 ROOMS.
Apply—
C. H. GALE,
P.W.D.
[1834]

NOTICE

PATENTS ORDINANCE 1892.
GAMMETER'S PATENT.
IMPROVED MEANS OF SECURING WRIST WATCHES TO WEARER'S WRIST.



NOTICE IS HEREBY GIVEN that His Majesty's LETTERS PATENT (No. 19033) were granted in the United Kingdom on the 20th August, 1915, and LETTERS PATENT have also been granted in HONGKONG to ERNEST OTTO GAMMETER for the above invention.
ANY PERSON infringing the rights of the Patentee will be proceeded against according to law.
Hongkong, the 6th day of March, 1918.
DENNIS & BOWLER,
Solicitors for Ernest Otto Gammeter,
Anglo-Swiss Watch Company,
7, Dalhousie Square, Calcutta.
[1748]

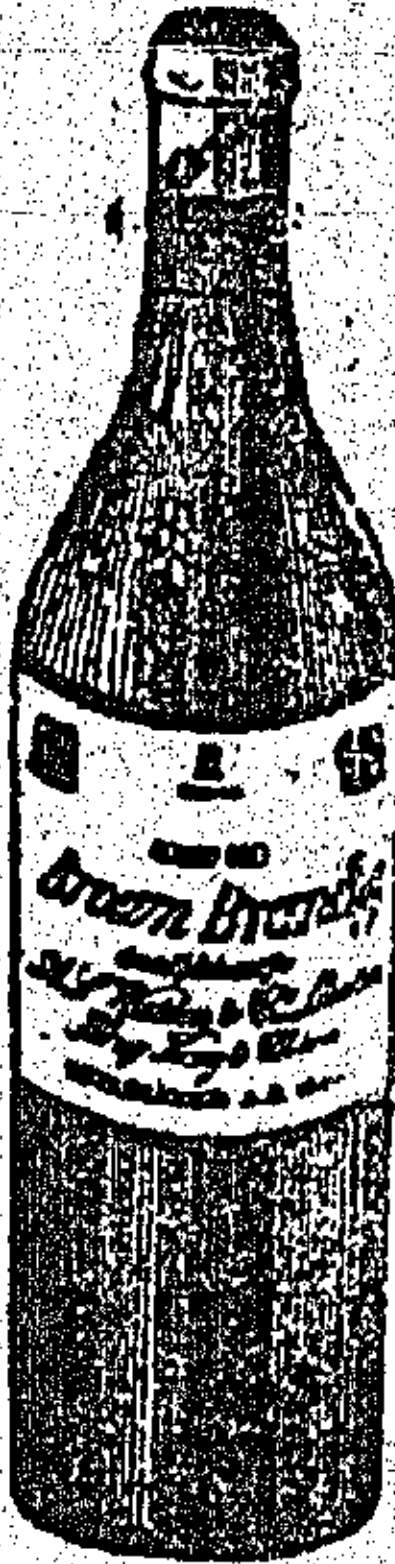
S.S. "ADEN"

FROM YOKOHAMA AND KOBE.
COMPAGNIE DES MESSAGERIES MARITIMES
NOTICE.

CONSIGNEES of Cargo in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Firearms and other articles of a hazardous or extra hazardous nature of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignee before NOON TO-NEXT requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, 8th instant, at NOON will be subject to rent and landing charges.
All Claims must be sent in to me on or before the 8th instant, or they will not be recognized.
All damaged packages will be examined on MONDAY, the 8th instant, at 10 A.M.
No Fire Insurance has been effected.
P. THOMAS,
Agent.
Hongkong, 1st April, 1918. [18]

INTIMATION

WATSON'S OLD BROWN BRANDY



25 YEARS IN WOOD.

A. S. WATSON & CO., LTD.,
WINE AND SPIRIT MERCHANTS,
TEL. 616.

DEATHS.

BLATCHFORD.—At the Isolation Hospital, Shanghai, on March 29th, RONALD HERBERT, son of Mr. and Mrs. H. J. BLATCHFORD, aged 14 months.
DODDS.—At the Bridgman School, Shanghai, on March 28th, Miss MANQUERRIE A. DODDS, aged 29, of the Woman's Union Mission.

HONGKONG OFFICE: 10A, DES VOGES ROAD, C. LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 4TH APRIL 1918.

THE ALLIES AND THE WAR

Though for the moment the enemy's advance on the Western Front has been arrested it would be a mistake to assume that this indicates anything more than a temporary lull in the battle while the Germans are bringing up their artillery and reorganising their shattered forces for another vigorous onslaught. It is generally believed that the real crisis is over, but, as Mr. LLOYD GEORGE points out, this struggle—"the greatest and most momentous in the history of the world"—is only just beginning, and no prediction of its future course can yet be made. Consequently, although steps have been taken to meet the immediate needs of the situation, and men and guns to replace our losses are already in France or on their way thither, it is necessary to look further ahead. "What ever happens in this battle, the country must be prepared for further sacrifices to ensure final victory." Accordingly, it is proposed to ask Parliament to authorise immediate measures for raising fresh forces in the British Isles. What those measures will be we can only surmise. It has been suggested that the age-limit for military service should be raised, that exemptions granted hitherto should be withdrawn, that the Volunteers should be mobilised for home defence in order to release more troops for the front, and that conscription should be extended to Ireland, whose contribution to the armed forces of the Crown has not kept pace with that of the other portions of the United Kingdom. That the demands to be made will be responded to loyally in Great Britain is a foregone conclusion. Evidence of this is furnished by the fact

that the Amalgamated Society of Engineers, which had made plans for a national strike on April 8th as a protest against the Government's "coming out" proposals, promptly abandoned the idea when they learned the results of the German offensive—another proof of the advantage, which the Press has so repeatedly insisted upon, of trusting the people instead of borrowing the methods of an autocracy and trying to wage war with the nation in blinkers. So far as Ireland is concerned we can only hope that the circumstances which have hitherto prevented her from bearing her due share of the burden will disappear as a result of the deliberations of the Irish Convention. Up to the present her contribution to the Army has been equal only to 3.8 per cent. of the population, as compared with a percentage of 13.3 from England; 13 from Scotland, and 9.8 from Wales. It is impossible to give the proportion to population of troops from the Dominions, but it is probably lower than in the Mother country owing to the fact that, with the exception of Canada, the Dominions have not adopted conscription. In Australia, according to the official figures, the percentage is 7.8. Of the total force of 6,000,000 men raised by the Empire, 4,500,000, or 60 per cent., have been provided by England; 620,000, or 8.3 per cent., by Scotland; 200,000, or 3.7 per cent., by Wales; 170,000, or 2.3 per cent., by Ireland; and 600,000, or 12 per cent., by the Dominions and Colonies. In addition, a million men have been furnished by India, Africa and other Dependencies. An urgent message has now been addressed to the Overseas Dominions to reinforce their heroic troops in the fullest possible manner and with the least possible delay, for "before the campaign is finished," says Mr. LLOYD GEORGE, "the last man may count." Similarly, an appeal has been made to the United States to hasten its troops and ships to Europe, and the reply has come that the Government is straining every resource and hopes to place over a million men on the Western Front this year. The precise meaning of this is not clear, but, in view of the fact that when the war had been in progress for twelve months the British casualties numbered nearly half-a-million, we are probably justified in assuming that during the ensuing nine months America will add a million to the force which she has already placed at the disposal of the Allies. France, despite the tremendous demands made upon her during the past four years, is as ready as ever to meet an emergency, and will embody the new class during the present month. It is clear, therefore, that though the temporary advantage which the collapse of Russia has given the Central European Powers may postpone, it will not prevent, their defeat.

Mrs. Muriel will be the vocalist at the organ recital in St. John's Cathedral on Monday next at 6.00 p.m.
Major H. P. Garwood, R.G.A., who was Adjutant to the Royal Artillery in Hongkong until the outbreak of war, has been awarded the D.S.O.
Major and Brevet Lt.-Col. G. H. Addison, D.S.O., R.E., who was in Hongkong with the Royal Engineers some years ago, has been awarded the C.M.G.
Lt.-Col. (Temp. Colonel) F. S. Penny, C.M.G., M.B., R.A.M.C., who was with the R.A.M.C. in this Station before war broke out, has gained the D.S.O.
The Annual Collections for Dr. Barnardo's Homes will close at the end of the week. A small Sale of Work will be held to-day and to-morrow, at 125, The Peak.
A case of death from cerebro-spinal meningitis occurred among the foreign community of Shanghai on March 28th. Two other foreign cases of the same disease and one Chinese were at that date in hospital.
A Chinese, residing at 9, Wyndham Street, has reported to the Police that between March 22nd and April 2nd some person entered his house and broke open a box placed in the cock-loft, stealing money and jewellery to the value of \$494.50.
Colonel Wardlaw Milne, R.A., a personal friend of the late General Maude, with whom he lived in Baghdad recently, has promised to lecture, with the aid of cinema films, on the Mesopotamian Campaign at the "Peak Club" on Monday night, for the benefit of the Red Cross Fund.

The first gymkhana meeting of the season will be held at Happy Valley on Saturday, April 6th.

The Bishop of Victoria (Dr. Lander) left the Colony on the s.s. *Sunning* on Tuesday for Shanghai.

A meeting of the War Charities General Committee, which the British Community is invited to attend, will be held in the Chamber of Commerce Room, City Hall, on Monday, April 8th, at 5.30 p.m. H.E. the Governor will preside.

One pair of binoculars from the Hon. Mr. P. H. Holyoak is now to be added to the list of glasses received for forwarding to the Manager of the Lady Roberts' Field Glass Fund.—The total is now: One stand telescope; 21 hand telescopes; 60 binoculars, and donations of \$150.

The American engineer, Mr. Purcell, and his Chinese assistant, Mr. Woo, who were recently captured in Honan, have been rescued from the bandits by soldiers. The bandits, in their retreat, succeeded in carrying off Mr. Kyo, who is reported to be in good health and fairly well treated.

Battery Sergt.-Major J. Fegan, R.G.A., who some years ago was a Corporal in the 88th Co. R.G.A. and was also stationed at Peking, has been awarded a Military Service Medal. B.S.M. Fegan was at one time a boxer of some note, and was Champion Heavy-weight of Gibraltar some years ago.

During the week ended March 30th 110 cases of cerebro-spinal fever were notified in the Colony. With the exception of one Japanese, all the sufferers were Chinese. The deaths numbered 73. There were also five cases of small-pox, 3 of which proved fatal; and four cases of enteric fever (one British), 3 of which resulted in death.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledge with thanks the following donations to the funds of the hospitals:—Shewan, Tomes & Co. (additional donation), \$50; J. M. Alves & Co., \$25; Central Agency, Ltd., \$25; S. J. David & Co., Ltd., \$25; Deacon, Looker, Deacon & Harston, \$25; Gande, Price & Co., \$25; Gilman & Co., \$25; Hannibal & Co., \$25; Holland China Trading Co., \$25; Johnson, Stokes & Master, \$25; J. D. Humphreys & Son, \$25; Morningside Congregational S.S. Edin. (\$3 for cot in Nethersole Hospital), \$52.75.

THE FLOODS IN NORTH CHINA.

FURTHER CONTRIBUTION TO THE RELIEF FUND FROM HONGKONG.

We are officially informed that, with the unanimous approval of the Unofficial Members of the Executive and Legislative Councils and the sanction of the Secretary of State for the Colonies, a further sum of \$50,000 is being contributed by the Colony of Hongkong for the relief of the suffering caused by the floods in North China.

CANTON NEWS.

[BY COURTESY OF THE "CHUNG KONG SHIP CO."] CANTON, April 3rd.

THE YUET-HAN RAILWAY.
The committee of the Yuet-Han Railway Company are very much excited over the report stating that the Provisional Government proposes to take over the Railway by force. The committee, according to report, have sent an appeal to various shareholders requesting them to protest.

THE KWANGSI GOVERNOR.
Ting Nai-yung, the ex-Director of the Salt Revenue Bureau, who went to Peking, after his resignation, has informed his friends that he is to be appointed Civil Governor of Kwangsi by the Peking Government.

THE TUCHUN AND RECRUITING.
We are informed that over 10 recruiting officers, who were sent to recruit new soldiers by Commander Li Lieh-kwan, were arrested and shot by the Tuchun's order. Commander Li when informed became highly excited, as it is said he was permitted to recruit soldiers by the Tuchun himself. Li is reported to be proceeding to Canton to deal with the Tuchun. People are alarmed, as troops under Li's command have been moved, and it is rumored that some other leaders will join Li in order to secure the dismissal of the Tuchun.
We learn that the Tuchun has reported that Li Lieh-kwan is sending officers to recruit in many other districts.

THE WAR.

QUIET ON BRITISH AND FRENCH FRONTS.

BRAZIL'S NAVY TO CO-OPERATE WITH ALLIES.

THE PALESTINE CAMPAIGN.

Franco-Belgian front.

LATEST CABLES.

[REUTERS' SERVICE.]

BRITISH FRONT.

GERMAN POST CAPTURED.

LONDON, April 2nd.
11.00 p.m.

Field-Marshal Sir Douglas Haig reports:—We captured a German post in the neighbourhood of Serre.

EARLIER CABLES.

MINOR ENGAGEMENTS.

LONDON, April 2nd.
1.45 p.m.

Field-Marshal Sir Douglas Haig reports:—We captured 50 prisoners and 13 machine-guns yesterday between the Avre and the Luce. There are many German dead here.

Our artillery later broke up two counter-attacks, with heavy enemy loss. Our machine-guns silenced a German battery.

We captured 73 prisoners near Hebuterne, killing many Germans.

We completely repelled a subsequent hostile counter-attack.

We raided in the neighbourhood of Acheville and Hollebeke, killing a number and capturing several prisoners.

AERIAL OPERATIONS.

LONDON, April 2nd.
12.05 a.m.

We bombed and machine-gunned a large column of troops south of the Somme.

We brought down three aeroplanes. Four of ours are missing. Four of our machines previously reported missing have returned.

Our night-bombers dropped 24 tons of bombs on railway stations at Douai, Cambrai, Bapaume, Rosieres and Thourout, and on the docks at Bruges.

We bombed and machine-gunned troops and transport in the neighbourhood of Bapaume and Chaulnes. All returned.

LATEST CABLES.

LONDON, April 3rd.
12.20 a.m.

Our low-fliers dropped 17 tons of bombs and fired thousands of rounds on infantry and other targets.

Some low-flying hostile two-seaters on the southern portion of our front machine-gunned our men.

We brought down 18, and our infantry brought down another within our lines. Eleven of ours are missing.

Our night-fliers dropped many tons of bombs on the railway station at Cambrai, the railway station south-east of Douai, and the railway southward of Douai, also on billets and transport. All returned.

TWO SMART LITTLE ENTERPRISES.

LONDON, April 2nd.
3.30 p.m.

Reuter's Correspondent at British Headquarters, telegraphing to-day, states:—During the past twenty-four hours there have been only comparatively minor affairs, with the balance of success very largely on our side.

We carried out two very smart little enterprises yesterday.

The small infantry attack south of Hebuterne mentioned by Field-Marshal Sir Douglas Haig to-day improved our position amongst the quarries. It is stated that at least 100 German dead were counted along the front of this attack. Our casualties were quite light.

The second affair was an attack on the wood south-west of Hangard, in which two battalions of Germans penetrated during the slight enemy advance along the Luce river on Saturday afternoon. Here we took 50 prisoners and captured 30 machine-guns.

THE GENERAL SITUATION.

The general situation at the moment is that the main movement of fresh and moderately fresh enemy divisions continues to be towards the zone between the Somme and Montdidier, whilst north of the Somme we succeeded, at any rate temporarily, in stabilising our line.

INSIGHT INTO GERMAN LOSSES.

A further insight into the extent of the German losses is given by the following figures. It is estimated that the 20th Division lost 70 per cent. of its effective, and the 88th Division lost 30 per cent. on the first day of the attack and 40 per cent. in the attack on Mezieres on March 29th.

LONDON, April 2nd.
6.20 p.m.

The attack by the Fourth Division north of the Scarpe collapsed owing to casualties. The Fifth Division had 50 per cent. casualties in taking Ham and further losses in forcing the passage of the Somme.

It is noteworthy that a considerable increase of enemy artillery firing at Passchendaele, and the Goudberg spur is reported, but the Germans are so heavily committed upon the present battle-front that it is not easy to believe they will now try an offensive elsewhere.

NEW ZEALAND TROOPS' SUCCESS.

It is now permissible to say that it was the New Zealand troops who carried out the attack at Lasigne Farm, capturing over 200 prisoners and 100 machine-guns.

EARLIER CABLES.

GERMANS WORKING TOWARDS AMIENS.

LONDON, April 1st.
11 p.m.

Reuter's Correspondent at British Headquarters, telegraphing this evening, states:—The enemy movements and the fighting during the last twenty-four hours indicate the development of an attempt to work towards Amiens and down the Ancre Valley, and also from the south-west.

Great masses of troops continue to concentrate in the region of Albert. Fighting is in progress towards Villers and Bretonneux.

The enemy is finding serious difficulties in transport work, owing to the ceaseless destructive activity of our airmen, and also owing to the shortage of animals.

The enemy is bringing up artillery comparatively slowly, and meanwhile is lazily employing trench-mortars. Trench-mortars, however, have a very limited range and require enormous quantities of ammunition, which is very bulky.

AUSTRALIANS IN THICK OF THE FIGHTING.

The Australian troops are now appearing in the thick of the fighting and are doing magnificently. Despite the southward trend of the battle, the greatest weight of enemy divisions remains north of the Somme.

Captured documents now reveal that the enemy expected to reach the Somme on the first day of the offensive.

HINDENBURG FAILS TO KEEP HIS APPOINTMENT.

By three o'clock this afternoon, no fresh infantry attacks of importance were reported against the British, although the enemy artillery was very active, and Arras was being heavily shelled.

The delayed resumption of the grand operations is of supreme importance to us, giving opportunities to continually strengthen our weakest spots and improve our defence works.

The weather is very fine, with exceptionally good visibility. It may be recalled that to-day is the date on which Hindenburg told a number of German newspapermen he would enter Paris.

QUIET ON BOTH FRONTS.

LONDON, April 2nd.
9.55 p.m.

The Press Bureau announces:—The day was quiet on the whole British front. There was no serious fighting on the French front.

GERMAN REPORTS.

LONDON, April 2nd.
9.55 p.m.

A wireless German official report states:—The position is unchanged. Stubborn enemy counter-attacks near Hebuterne and between the Luce and the Avre broke down heavily.

The French continued their shelling of Laon, and there were numerous civilian victims.

We shot down — aeroplanes and five balloons.

EARLIER CABLES.

LONDON, April 1st.
9.45 p.m.

A wireless German official report states:—We captured the heights northward of Moreuil. Several British and French counter-attacks heavily failed.

We captured Arachis Wood, on the west bank of the Avre.

Repeated French attempts to recapture the villages and heights westward of Montdidier, also between Doms and Matz, broke down.

Our prisoners now number 75,000.

BRITISH REGIMENTS FIGHTING TO THE DEATH.

LONDON, April 2nd.
6.30 a.m.

Mr. Philip Gibbs, the War Correspondent, in a new account of the German defeat at Arras, mentions the names of the British regiments participating, which adds lustre to the defenders' achievements. The Queen's Westminster fought their way from outposts through the enemy. The London Rifle Brigade successfully held the main defensive line for over nine hours. Their machine-gunners said they were sick of killing. The Essex Regiment fought like demons in the foremost trenches. One body sent back a message stating that they were going to fight to the death. None returned. The Suffolks fought back to back with the Germans on each side of them, while the Northumbrians fought until all were killed or wounded. There was an eight hours' battle round the battalion headquarters of the Scots Fusiliers, who gave ground very slowly under enormous odds, killing the enemy all the way.

A CHEERFUL ASPECT.

LONDON, April 2nd.
7.20 a.m.

The comparative lull on the battle-front is interpreted as covering the preparation for fresh German blows, but the fact must not be overlooked that the Allies equally take advantage of the quieter state of things.

The opinion is strengthening that though too sanguine a construction must not be put on the improved note of battle apparent from the reports during the last two or three days, yet it is justifiable to look forward to the future with less anxiety. This more cheerful aspect is assisted by President Wilson's decision to permit the brigading of United States troops with the British and French units.

The generosity and wisdom of President Wilson's step is warmly applauded, and is specially greeted as freshly exemplifying the Allied military co-ordination, and confidence is reinforced by the recognition of the fact that the authorities are not hesitating to make high military changes in the field where recent experience point to its desirability.

The trust in the Army, which has never wavered one iota in the darkest days during the past fortnight, is even strengthened as stories of numberless gallant exploits come to light from the tale of the general conflict. One of the most noteworthy is of a certain improvised battalion of Labour Corps and machine-gunners mixed, who played a small but not unimportant feature of the battle.

FRENCH FRONT.

LIVELY ARTILLERY DUEL.

PARIS, April 3rd.
1.00 a.m.

A communiqué states:—There was a somewhat lively artillery duel, especially between Montdidier and Lassigny.

Our batteries caught under their fire enemy concentrations east of Cantigny.

A strong German reconnoitring party attacked, but was repulsed by our troops on the left bank of the Oise, south-west of Gervais.

EARLIER CABLES.

ALLIES APPRECIABLE PROGRESS.

PARIS, April 2nd.

A communiqué states:—The battle continues on the whole front to north of Montdidier, where the enemy artillery is particularly active. New attacks by the enemy delivered against Grivesnes were all repulsed, with losses.

In the course of sharp fighting British and French troops made appreciable progress at various points between the Somme and Demuin.

Five tons of bombs were dropped on enemy cantonnements and oil stations in the neighbourhood of St. Quentin, Guiscard, and Roye.

Our aviators frequently machine-gunned and bombed and dispersed assemblies of enemy troops.

Nine enemy aeroplanes were destroyed. Italian bombing machines have participated in many of these expeditions and carried out numerous raids with magnificent audacity.

RELATIVELY CALM.

PARIS, April 2nd.

A communiqué states:—The night was relatively calm on the front from the Oise to the Somme.

The artillery struggle assumed a certain activity on a portion of the battle-field. The French and British forces made some progress at night-time between the Somme and Demuin.

LATEST CABLES.

GERMAN DESIGN TO EXTEND POSITION.

LONDON, April 2nd.
4.40 p.m.

Reuter's Correspondent at French Headquarters, telegraphing to-day, states:—The enemy having failed in yesterday's attack on the Lassigny-Montdidier line, he has shifted his weight, according to his tactic of an alternative stroke, to the line of the Avre from Montdidier to Moreuil. In consequence of the capture of Montdidier, the Germans are able to dig a pocket into our line west of the river bank, which they are persistently seeking to enlarge. Having captured the village of Malpart, a mile west of the Avre and three miles north of Montdidier, the Germans on Sunday renewed the attack with the object of extending their position west of the river.

GERMANS USE THEIR BEST TROOPS.

The enemy incessantly assaulted the village of Grivesnes, which is on the high road from Montdidier to Amiens. They used their best troops, who fought with great fury. The First Guard Division, which is the very élite of the German army, after terrible hand-to-hand fighting, took the village. Two hours later a splendid French counter-attack retook the village at the point of the bayonet.

EXTRAORDINARY GERMAN FURY.

The Germans returned to the assault with extraordinary fury. French armoured cars, with their machine-guns, were brought up and drove back in disorder the assaulting waves of the First Grenadier regiment and the Prussian Guard. The battle is not concluded.

EARLIER CABLES.

STRUGGLE FOR AIR SUPREMACY.

LONDON, April 2nd.
8.15 a.m.

Reuter's Correspondent at French Headquarters, telegraphing on April 1st, states:—The Germans have begun to dispute the air supremacy which the French maintained during the first ten days of the battle. The German champion, nicknamed "the Baron," appeared in command of a powerful squadron of fighting planes.

Recently, the French aviator descended as low as 60 feet, where they wrought havoc among the enemy columns and created an invaluable delay in the enemy's progress.

Our planes accurately located the commandments of trenches which the Germans have begun.

THE GERMAN TANKS.

LONDON, April 1st.
8.30 p.m.

Reuter's Correspondent at French Headquarters, telegraphing this evening, states:—Although our soldiers believe that enemy tanks did not participate in the first German shock, it is certain that German tanks actually took part in the operations, and the soldiers' failure to see them was because, instead of accompanying the infantry waves, the German tanks advanced later with specialist troops to destroy islets of resistance holding out after the German hordes were submerged in our main defences.

THREE CLASSES OF TANKS.

It is possible that the Germans possess a very large number of tanks. We know beyond doubt that the enemy has tanks, which are of three classes. The first consists of repaired and captured tanks from the Cambrai battle, and tanks manufactured according to the model of the British machine. The second type is the German model, smaller than the British, but swifter, better armed, and heavier armoured. The third type is the German Land Cruiser, or large model tank.

The small swift tanks are said to be 26 feet long, 10 feet wide, and 11 high, and weighing 10 metric tons. The Land Cruisers are 45 feet long, 13 feet wide, and 13 feet high. The speed of the German tanks varies between four and a half and nine-and-a-half miles an hour. The armament is believed to consist of the shortened 77-millimetre gun, machine-guns and flame-throwers. The latter is an innovation, which must add considerably to the efficiency of the tank in clearing trenches, owing to the capacity of the tanks to carry big reservoirs of combustible liquid.

It is understood that the Germans have introduced a number of improvements, including a heavier protection against shells, and a device enabling the crew to close the tank hermetically when traversing an area under gas. The German tanks were organised in squadrons commanded by majors. The officers are volunteers, and the men chiefly specialists in motor mechanics, gunners and machine-gunners. In attacks the tanks are designed to advance behind the second or third waves of infantry, while detachments of infantry cover the flanks of the tanks.

GERMAN ORDER OF BATTLE.

A German Order captured on the battle-field describes the order of battle of a German Division in the present offensive. The Division advances in two regimental groups, progressing side by side. The first line of each group consists, first, of one regiment, or three battalions, of infantry, whose task is to advance straight upon their objective regardless of losses, leaving the work of reducing our centres of resistance to the specialist detachments following them. These consist, first, of one company of *Stoßtruppen*, one-and-a-half machine-gun companies, a half-company of sappers, one detachment of liquid flame-throwers, half of a heavy trench-mortar company, one battery of light trench-mortars, and two batteries of what are described as infantry guns. In reserve come the third infantry regiment and a division of five tanks of British origin and an independent group consisting of two cyclist and one *Sturmtruppen* companies. This division is supported by 12 batteries of field and six batteries of heavy artillery, including a battery of 8-inch howitzers.

"INFANTRY ARTILLERY."

According to prisoners, a number of enemy battalions have now got special light trench-mortar detachments known as infantry artillery, equipped with two light trench-mortars of a new model mounted on specially high wheels and supposed to be capable of firing 30 rounds a minute against tanks and other obstacles. The personnel of each detachment comprises two officers and 40 men.

It is apparent from the foregoing that the whole apparatus for destroying our centres of resistance has been relegated to the second line. The celebrated *stoßtruppen* and sappers, with explosives and light trench-mortars, instead of going first, follow after the waves of infantry have swept over a position. The mission of these specialists remains the same: they clear the trenches, reduce strong points, and knock the enemy from dug-outs; but while they are doing the battle is sweeping on miles further, at any rate in anticipation.

GERMAN ASSAULTING TACTICS REVERSED.

It will have been remarked that the tanks with flame-throwers follow with the reserves, and by only attacking trenches which have already been passed over by the infantry, the position of those defenders is hopeless. It is evidently intended that they shall be behind the zone beaten by our field-guns. Thus the whole machinery of trench warfare is maintained, but put by the Germans in the second line instead of the first. In twelve months the German tactics in assault have been reversed. In 1917, the enemy's principle was economy in men, obtained through a profusion of material. In 1918 it seems to be an economy of material through the reckless employment of men.

FRENCH ARTILLERY WREAKING TERRIBLE HAVOC.

LONDON, April 1st.
7.55 p.m.

Reuter's Correspondent at French Headquarters states:—North of Montdidier the Germans hold Cantigny, two miles west of the Avre. The enemy claim to have retaken Mont Renaud, a steep hill overlooking Noyon. Our artillery are beginning to arrive on the Somme-Avre-Lassigny-Montdidier line, and its great strength is an opposing and effective barrier to the German mass attack. So far both sides have been obliged to fight supported by field-guns only, but now that our six-inch and heavies have arrived they are wreaking terrible havoc among the attacking columns.

FRENCH TAKE 700 PRISONERS.

At Ploemont, a single French division charged furiously and broke the resistance of two German divisions, recapturing the whole of an important position, and 700 prisoners.

Our troops here and along the Oise are confident they have the situation in hand.

As illustrating the severity of the German losses during the first three days of this battle, many German divisions were withdrawn on account of losses, including the Thirty-ninth, Ninth, Thirteenth, Forty-seventh, Fifth Guards, and Chasseur Divisions.

TERRIBLE PLIGHT OF GERMAN DIVISIONS.

Several German divisions vainly asked to be relieved. The Forty-fifth Reserve was relieved after the loss of half its effective on March 22nd, and was re-engaged on March 27th. On the same day the Colonels of the First and Second Bavarian Infantry telegraphed demanding to be relieved owing to their losses from the British and French machine-guns. Some of their companies were reduced to 30 men. The Colonels reminded the General that relief was promised as soon as Jussy was occupied, which is five miles from our original line. They were told they could not be relieved owing to want of men.

"TERRIFYING, TRAGIC, AWFUL."

A French officer wounded at Guiscard on March 25th said, "It was terrifying, tragic, awful. I saw Boches coming on in columns of battalions, the officers riding a thousand yards from our lines, and being mown down by our fire."

THE GERMANS' AIM.

PARIS, April 2nd.

A semi-official statement, issued on the evening of April 1st, states:—The battle on the Somme continued very violent during the last twenty-four hours. Having failed on Saturday to seize the wooded heights between Montdidier and Lassigny, which would have protected them from the French counter-attacks, and served as a starting-point for a further attack, the Germans are now directing their effort entirely towards Amiens.

NEW BATTLE OF VERDUN.

A new battle at Verdun, with multiplied forces, is beginning.

(Continued on Page 6.)

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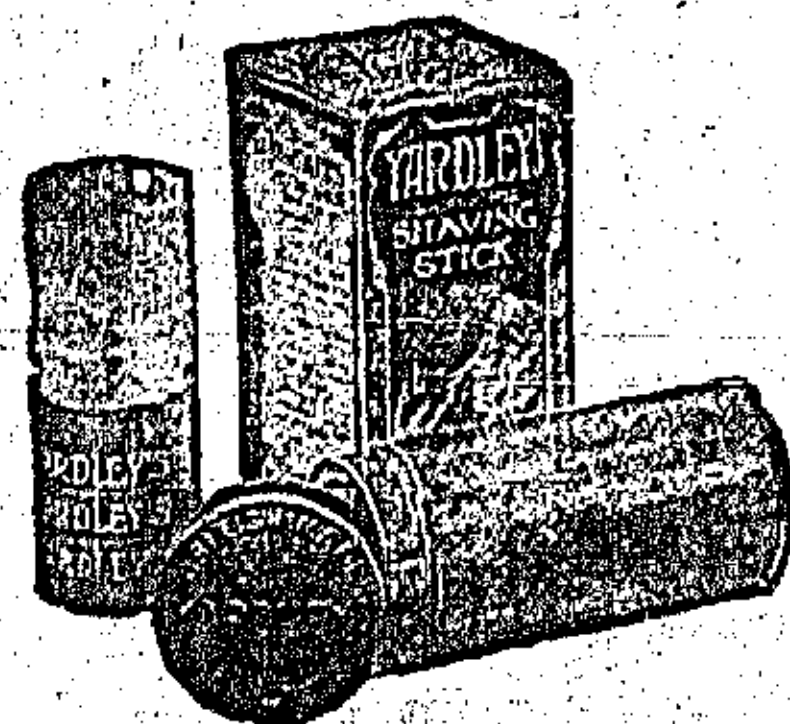
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THE WAR.

(Continued from page 5.)
franco-Belgian Front.

EARLIER CABLES.
(THROUGH REUTER'S AGENCY.)
GERMANS TRYING TWO ROUTES.

The enemy proceeds by converging attacks, and is trying particularly to advance by two natural routes. The first from the south and northward, following the course of the Ayr, which passes Moreuil; the second from the east and westward, following the course of the Luce, which passes Hangard. The struggle is particularly keen round Hangard, from which the Germans attempted several times to debouch, only to be decimated.

ENEMY HELD ON WHOLE FRONT.
At last an impetuous counter-attack brought the French and British troops back to Hangard. Attacks and counter-attacks succeeded here with fluctuating fortunes, but at the end of the day the Allies had gained ground. The Germans are endeavouring to extend their positions west of Montdidier, to which we are very close, and where they are invested without being able to debouch. Enemy attacks in the neighbourhood of Albert only amounted to a diversion.

Summing up, the Germans were held to-day on the whole front, where they made no progress.

THE BOMBARDMENT OF PARIS.

PARIS, April 2nd.
The German long-range bombardment re-started at 10.30 this morning.

PARIS, April 2nd.
Four persons were killed and nine wounded in yesterday's bombardment, in which it is believed four guns are participating. They are throwing shells weighing a quarter of a ton each, and using a ton of powder for their discharge.

The Near East.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)

OPERATIONS IN PALESTINE.
SUCCESSFUL RAIDING OPERATIONS.

LONDON, April 2nd.

A Palestine official report states:—Our raiding operations against the Hedjaz Railway were successfully accomplished on March 30th, and we commenced a retirement towards Essalt and effectively demolished several miles of railway and an important bridge.

The enemy stubbornly resisted in prepared positions in and about Amman, whither the attack was not pressed. We easily repulsed a small Turkish attack on our rear guard.

We captured 700 prisoners and four guns between March 25th and April 1st.

Naval Activities.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)

BRAZIL'S NAVAL CO-OPERATION.

LONDON, April 2nd.

The Press Bureau announce:—Replying to the President of Brazil's announcement of the early departure of warships for Europe, His Majesty the King says the Navy is anticipating their co-operation with profound satisfaction, adding that the Brazilian airmen are receiving an enthusiastic welcome from the Royal Air Force.

Aerial Activities.

EARLIER CABLES.
(THROUGH REUTER'S AGENCY.)

BRITAIN'S GREATEST AVIATOR.

LONDON, April 2nd.

The Gazette announces that the Victoria Cross has been awarded to Capt. James McCudden for most conspicuous bravery, exceptional perseverance and keenness and a very high devotion to duty.

Capt. McCudden so far has accounted for 54 enemy aeroplanes, of which 42 were definitely destroyed, and the others were driven down uncontrolled.

Capt. McCudden twice totally destroyed four two-seater enemy aeroplanes on the same day, and on the last occasion all four machines were destroyed within ninety minutes.

General.

LATEST CABLES.
(THROUGH REUTER'S AGENCY.)

JAPAN'S MINISTRY.

TOKYO, April 2nd.
The report that Baron Uchida has been appointed Foreign Minister is without foundation.

BULGARIA AND GREECE.

ZURICH, April 2nd.
The Bulgarian Generalissimo Schekov, in a blistering interview in the *Neue Freie Presse*, said that the Bulgarian army was ready to give Greece a violent lesson.

RUSSIAN AFFAIRS.

THE RED GUARDS AND FINLAND.

LONDON, April 2nd.

A wireless Russian official report states:—Replying to Berlin, the Russian Government has promised to take very severe measures to prevent the Red Guards from entering Finland.

DEUTSCHE BANK AT MINSK.

PERNOOD, April 2nd.
The Germans have opened a branch of the Deutsche Bank at Minsk.

GERMAN VESSELS ARRIVE AT ODESSA.

Ten German merchantmen have arrived at Odessa.

EARLIER CABLES.

FIGHTING IN THE CAUCASUS.

LONDON, April 2nd.

There is fierce fighting in the districts of Batoum and Kars. A large army of Armenians and Georgians has been formed and is opposing the Turks' attempted occupation, as provided under the Treaty of Brest-Litovsk.

The Georgians have seized most of the Russian warships at Batoum.

The whole population of Georgia has been mobilised.

THE RUSSO-ROUMANIAN TREATY.

LONDON, April 2nd.

The Russo-Romanian treaty, cabled yesterday, further provides for contact between the Russian and Rumanian High Commands in the event of parallel action against the Central Powers, and the establishment of commissions, on which British, French, and American representatives will sit, with a view to the settlement of disputes which may arise in the federation of Russian Republics.

LATEST CABLES.

LICHNOWSKY'S DISCLOSURES.

VON JAGOW DOUBTS THAT ENGLAND CAUSED THE WAR.

LONDON, April 2nd.

The German newspapers contain lengthy "observations" by von Jagow, the German Foreign Secretary, between 1913 and 1916, on the Lichnowsky disclosures. His intention is to confuse some of them, but incidentally he speaks of a great deal. For instance, he speaks of Sir Edward Grey's "love of peace and a desire to reach an agreement." He also says, "I am by no means willing to adopt the opinion at present widely held in Germany that England caused the war."

EARLIER CABLES.

GERMANS INOCULATED WITH DECEPTION.

LONDON, April 1st.

The full effect of Prince Lichnowsky's disclosures is not yet apparent in Germany, but unquestionably they have proved disconcerting and are raising much questioning. For example, *Vorwaerts* says that it is now clear that England did not desire war, but for four years have been inoculated with the view that England caused the war, and upon this false view our whole war policy has been built.

NEW MILITARY SERVICE BILL.

LONDON, April 2nd.

The *Times* says that the age-limit under the new Military Service Bill will be fifty years.

PROTEST BY THE POPE.

LONDON, April 1st.

A telegram from Rome states that the Pope has lodged a protest with Berlin against the bombardment of Paris, especially the destruction of churches and the wholesale massacres of people.

"A THING WITHOUT CONSCIENCE."

NEW YORK, April 1st.

Replying to a message from the Methodist Episcopal Church, President Wilson reaffirmed the following passage in one of his earlier speeches:—"The German power is a thing without conscience, honour or a capacity for a conventional peace, and, as such, must be crushed. Our present and immediate duty is to win the war, and nothing shall turn us aside until our purpose has been accomplished."

AMERICAN TROOPS TO BRIGADE WITH ALLIES.

LONDON, April 1st.

The Press Bureau announce:—As a result of communications between President Wilson and Mr. Lloyd George, consultations with American representatives in London, Versailles, and the Western Front, important decisions have been reached whereby large forces of trained Americans can be brought to the assistance of the Allies. America is not only sending large numbers of battalions to Europe during the coming critical months, but has agreed that such regiments as cannot be used in purely American Divisions shall be brigaded with the British and French while the necessity lasts. Thus, these troops not yet trained sufficiently to fight as divisions will form part of the seasoned divisions until they have completed their training and General Pershing wishes to withdraw them to build up the American Army.

Throughout the discussions President Wilson has shown the greatest anxiety to do his utmost to assist the Allies.

Although the arrangement is of vital importance, it will not diminish the need for the further raising of troops in Great Britain, which has already been fore-shadowed.

AMERICA AND THE WAR LABOUR AGREEMENT.

WASHINGTON, April 2nd.

The Secretary for Labour announces that an agreement has been signed under which during the war strikes and lock-outs are banned, union rights are to be fully recognised, and men and women are to be equally paid.

RECRUITING CAMPAIGN IN SOUTH AFRICA.

CAPE TOWN, April 2nd.

Mr. Lloyd George's message to South Africa has received the most cordial welcome. It was most timely, because it comes upon the eve of a closely organised recruiting campaign which opens tomorrow throughout South Africa, from which great results are confidently anticipated.

NEWS FROM HONGKONG.

LONDON, April 2nd.

The Government has taken over five Dutch steamers. Their aggregate tonnage is 28,151.

STRANGE DEATH OF A SHIP'S OFFICER. CORONER'S INQUIRY.

At the Hongkong Magistracy, yesterday, Mr. Dyer Ball continued the inquiry into the circumstances surrounding the death of Michael Van de Putte, who was Chief Officer of the *s.s. Von Waercke*, which took place on March 22nd, presumably from poisoning.

Mr. Leo Longinotto appeared for the Crown, and Mr. F. X. d'Almada for Dr. Ton Toon-chong.

Further evidence was given by the Chief Engineer, Mr. Cornelius Bakker.

Mr. Longinotto: Do you go to the dispensary frequently?—Yes. As Chief Engineer, when there is no doctor I keep the medicine and everything.

Your knowledge of machinery helps you?—Yes. I have the most time. But I have not acted as the doctor on the ship I am now in.

Witness, continuing, said that he went to Hollywood Road in company with the Captain and a doctor. The woman was very ill. The doctor asked the Chief Officer to go to the hospital, but he refused to do so. They administered various restoratives, and also said: "You must take some Epsom Salts." He took the salts and started vomiting.

The Captain, who had left the house, returned with the ship's doctor. They were all laughing over what deceased had taken, not dreaming for a moment that it was poison. They set the gramophone playing, and were having a nice time.

Cross-examination was never under the influence of liquor on board ship. He used to take some liquor when with friends; otherwise, he did not appear to care for liquor.

At this stage Mr. Bakker objected to the case being reported in the newspapers, because a slur would be cast on the Chief Officer's name, and, if the papers should go to Holland, his relatives would read of it and obtain a bad impression.

HONGKONG MAGISTRACY. AN EX-CONSTABLE CONVICTED.

A Chinese was charged with picking the pockets of an old Siamese, who is on his way to Bangkok, and stealing 65-ticals in Connaught Road.

The complainant said that while he was getting some money changed at a money-changer's defendant came along with another man, and, inserting his hand into witness' pocket, extracted the money. As he was running off witness raised an alarm, and a friend, who was with him at the time, went after defendant and arrested him.

Sergeant Blackman said defendant was an ex-constable and was dismissed from the Force with a bad record of two years.

Mr. Dyer Ball sentenced defendant to six months' hard labour.

ALLEGED THEFT OF RICE.

A Chinese was charged with stealing a quantity of rice belonging to the Tong Seng Co.

Mr. P. W. Goldring appeared for the defendant.

Inspector Gordon said defendant was the master of a junk, which was engaged by the Tong Seng Co. to convey a cargo of rice to a steamer. The rice was taken from the godown on the night of the 31st ultimo and left on the junk. Next morning it was noticed that the position of the bags of rice had been altered.

A search was made, and, in the servants' quarters of the junk, 455 lbs. of loose rice were found. The junk-master was arrested. His servants had disappeared.

The curious part of the case was that, though the bags were intact, 800 lbs. of rice were found to be missing.

Mr. J. R. Wood remanded the case till Saturday, fixing bail at \$350.

DASTARDLY ATTEMPT ON A EUROPEAN.

A richa coolie was charged with the larceny of a gold ring, valued at \$20, and a pencil from the person of Mr. A. Nicol, engineer draughtsman at Taikoo Sugar Refinery.

Mr. Nicol said he engaged the richa at the Soldiers' Home, West Point, to take him to Causeway Bay. The man took him as far as the Star Ferry and stopped. Witness ordered him to go on, and the man complied, going past the No. 2 Police Station into Wood Road.

There, defendant suddenly threw the richa shafts to the ground, and, snatching a ring off witness' finger and a pencil from his pocket, ran off. Witness was drowsy at the time and did not fully realise what was being done. He took the richa to the Station, and on the way defendant came up again and witness arrested him.

Asked by Mr. Dyer Ball the cause of his drowsiness, witness said he was never worse for liquor. He was only lying back lazily at the time.

Inspector Sim said he took complainant and defendant to the scene of the theft and there they found a pencil.

Defendant said the complainant was drunk and his head was moving from side to side. Once his hat blew off and he (defendant) went after it. When he got back to the richa, a crowd had collected and were shouting to him not to take complainant as he was drunk. Complainant vomited all over the richa.

Defendant asked complainant where he wished to go, but complainant did not reply. He denied snatching the ring.

Inspector Sim said complainant was quite sober when he arrived at the Police Station.

Defendant replied that from West Point to No. 2 Police Station was a long drive, and complainant had become sober on the way.

Mr. Dyer Ball remarked that it was a most dastardly attempt on a European, and he sentenced defendant to six months' hard labour.

U.S. HAUL OF GERMAN SPIES.

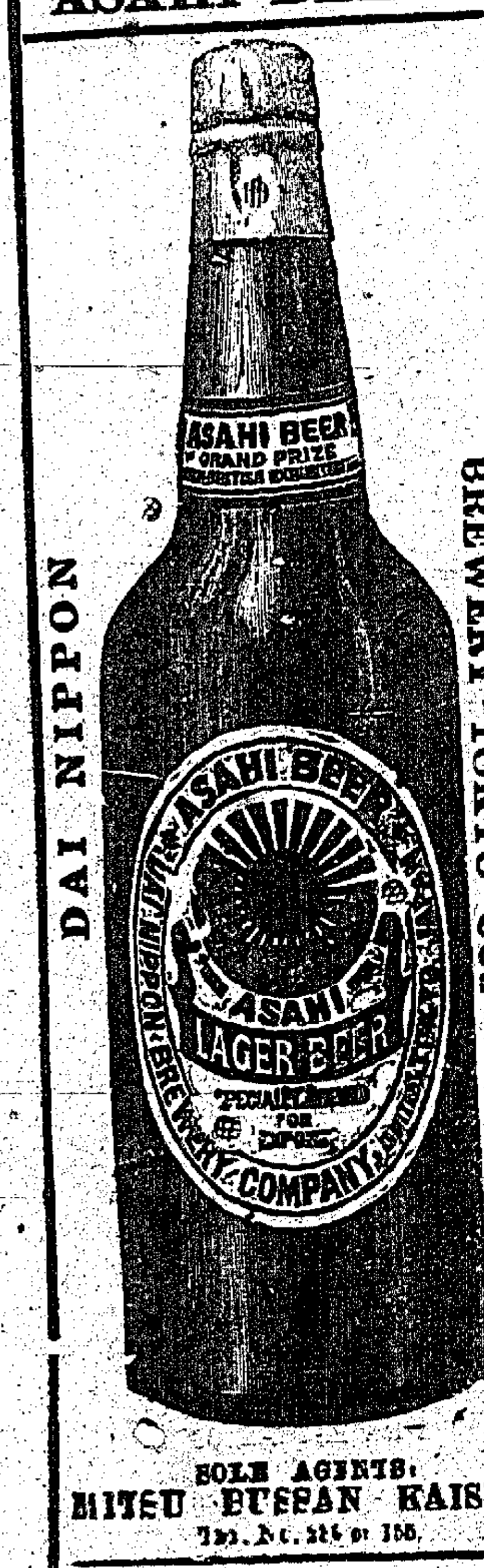
The U.S.A. authorities recently secured one of the largest hauls of German spies made since war began. They arrested eight men in various parts of the country, including their leader, Walter Spormann, a lieutenant of the German Navy who was caught while attempting to blow up Hampton Aviation Base in Virginia.

Spormann had been shadowed for two weeks by detectives, who discovered him trying to gather data about conditions in various military camps. They kept their quarry under close observation, and only arrested him when he was about to commit an overt act.

Spormann, who has been in this country for several years, is known to be in the pay of Boy-Ed, and is suspected of being implicated in the recent incendiary fire in Norfolk. Valuable papers have been taken from him. They are said to involve a lady of prominence living in Baltimore, to whom he wrote, saying that things were getting too hot for him. The identity of the lady is not revealed.

Times.

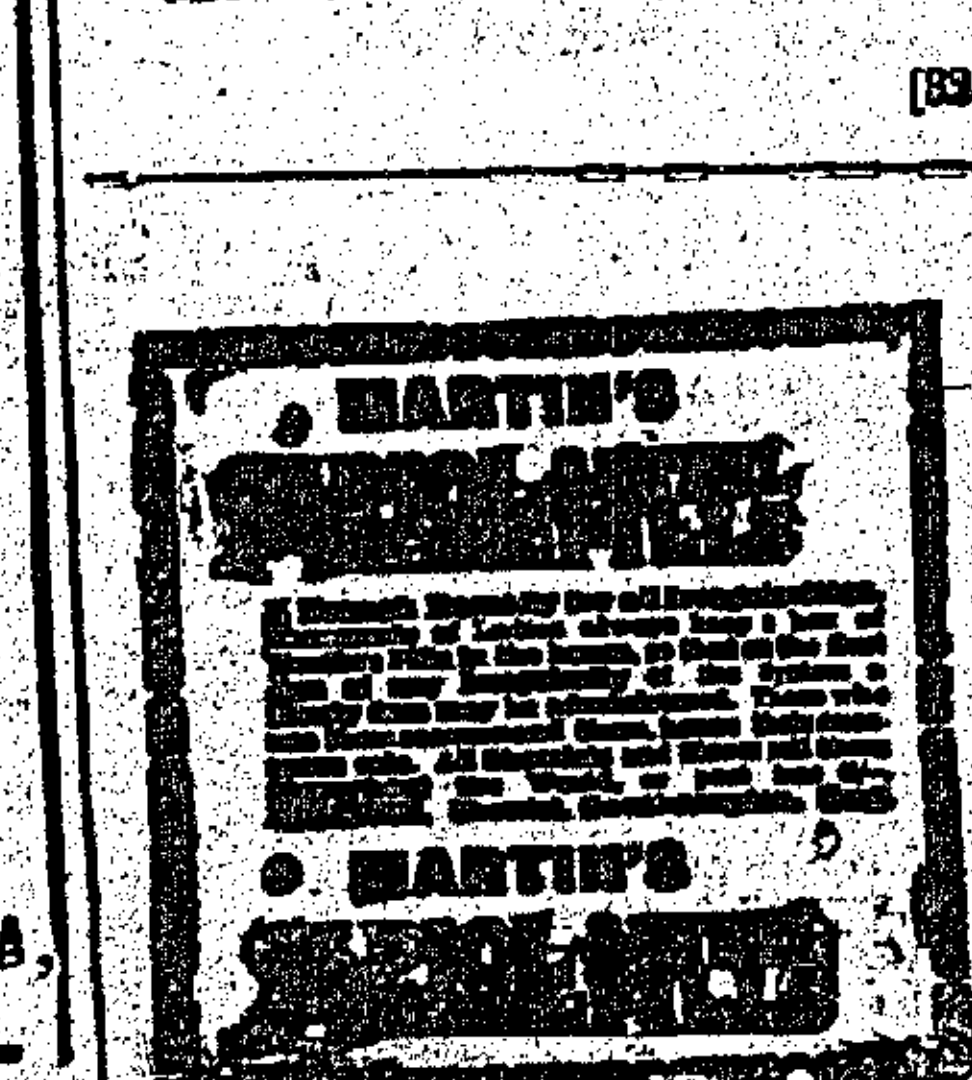
"ASAHI BEER."



CUTLER PALMER & CO.'S



SOLE AGENTS IN HONGKONG AND SOUTH CHINA.
LANE, CRAWFORD & CO.,
and from All Wine Merchants.



POISON-GAS AS A LIFE-SAVER

GERMAN DEVICE BENEFIT TO BRITISH.

Chlorine gas, which the Germans brought into the field of battle as a means of poisoning their opponents, is now largely used for purifying the water supply of the British Army (says the *New York World*). The Germans rarely get a chance to kill any one with chlorine gas now, but chlorine gas is daily in the British lines making water wholesome and safe.

The effort to secure pure water for the British armies in the field makes one of the fine stories of the war. It has saved very many thousands of lives by practically banishing water-borne disease from our principal front. At the outset of the war the British Royal Army Medical Corps declared in its mind all water supplies to be suspect. They were held guilty of infection until they were proved to be innocent. A "fool proof" system of making unwholesome water safe by chlorination was designed. Then all that remained to be done was to provide the machinery and chemicals and to safeguard against carelessness. The first was a matter of supplies, the second of discipline. Both were equal to the demand made upon them, and on every front now the general rule is that the men are drinking safe water.

Chloride of lime was at first the standard for water purification. It is efficacious, but water chlorinated with it is not very nice. Now chlorine gas has taken its place at big water supply points. It is just as efficacious and it does not flavour the water to the same extent. A simple test, in which a non-commissioned officer of every unit is trained, tells how much chlorination water will need to make it safe. If very heavy chlorination is needed, the water after treatment can be dechlorinated and is left pure. The unit's water cart with its trained sanitary orderly has all the means of making water wholesome. But the system is followed where possible of purifying a main supply and issuing from that. In case of small isolated bodies of men, means of water purification are provided in the shape of tablets of acid sulphate of soda. All the old troublesome water purifying schemes, such as candle-filters, which used to be constantly breaking down, have been scrapped. Water precaution now is simple as well as effective.

Food is as carefully looked after by the British Royal Army Medical Corps as water. Food has to be not only pure but appetizing and scientific. If the food is not pure it causes sickness. If it is not appetizing it causes discontent. If it is not scientific, has not its proper proportion of proteins and fats and carbohydrates, it does not keep up the strength of the fighting men. Probably Thomas Atkins has no suspicion that the very generous ration he enjoys has a scientific basis carefully calculated in calories; that there is a distinct change made in his summer and his winter ration, and that scientists look up isothermal tables and so on when he goes to a fighting area to decide what his food should be. But that is so. There are summer food scales and winter food scales. There is a ration for the French front and another for the Italian front and another for Salonika. Yet another for Mesopotamia and another for South-western Africa. Some people are accustomed to talk as though the Germans had all the science and were the only people who took the food chemist into council. The truth is that the British have as much science but a good deal more humanness, and part of the humanness is to keep the scientific calculations in the background.

In regard to cooking, the Royal Army Medical Corps confess to an inferiority in British skill. As compared with the French, we are a nation of bad cooks. The most strenuous efforts are being made, and have been made for a long time, to raise the standard of army cooking. It is very much better now than at the start of the war, but it will not stand well in comparison with the general French skill in combining economy with savory results. But the cooking is better and will get better; and when the British Army comes marching home it will have the knowledge to raise greatly the standard of domestic comfort in Great Britain. Thus again pleasure will follow pain and the evils of war bring good in their train.

THE IMPERIAL THIEVES OF BERLIN.

ANOTHER CHARACTERISTIC INCIDENT.

The following characteristic story of the methods of the Imperial brigands of Berlin is taken from "A Diplomatic Diary," by Mr. Hugh Gibson, secretary of the American Legation in Brussels. This story was told by the Count and Countess X., owners of a chateau that had been looted, writes Mr. Gibson. As the sacking was going on, a motor drove up containing a German princeling, whom the lady recognized as one who had formerly been their guest on several occasions. On being appealed to by his former hosts, he said, "Of course, I'll stop this, but you will understand that our men would like to keep some little souvenir of the war in Belgium. That would be hard to prevent. But I would suggest that you pick out all the pieces that you value most, and pack them away in that large wardrobe. Then I'll do the rest." Mme. de X., delighted and grateful, scurried about gathering the finest pieces of enamel and porcelain and packing them carefully into the big wardrobe, when she reported progress to the Prince. "Are you sure that all the best pieces are there?" asked he. "All that could be packed there," answered Mme. de X. "Good," said the Prince, and then, turning to his orderly, "Have that wardrobe sent to Berlin for me."

STORM CLOUDS IN SPAIN.

GOING FROM BAD TO WORSE.

A special correspondent of the *Evening Standard* writes from Seville:—

Things are going from bad to worse in Spain. Every day more factories are closed from shortage of coal, of electricity, of raw material, or from the impossibility of carrying the manufactured goods to their markets. Every day more trains and trams cease running. Every day beggars are more in evidence. Managers of large industries look daily more harassed, and spend more time and energy in chasing odd waggons of coal. Every day the hunger shadows deepen on the faces of the people.

Prices are still rising, while the competition of the over-increasing army of the unemployed lessens the miserable wages of those who still have work. Hitherto the poor have at least been able to sun themselves during the hot mid-day hours, and to get well warmed by nothing. Now the coming of the cold weather has deprived them of their last comfort.

The extraordinary drought is contributing not a little to the present and the prospective misery of Spain, more especially of the southern agricultural regions. In Seville and the surrounding country there have only been three or four scanty showers since last April. Heavy rain usually falls in September. This year there was none. There have therefore been no second crops, such as are usually obtained in the late autumn, and cattle are being killed owing to the scarcity of fodder.

Such a state of affairs would entail great hardships upon the Spanish people. What it will mean under present conditions one hardly dare imagine. "Manifestations" of unrest are becoming frequent. My windows look out upon the house of the Gobierno civil. Two or three times a week some hundreds of men gather at the door. They look clean, and are decently, though very inadequately, clothed in the characteristic Spanish blacks and whites and browns. The crowd stands about patiently waiting until a plump gentleman in a black coat appears on the balcony and hurls a few remarks at them, apparently to the effect that they are to be good and go home quietly and the authorities will see what can be done. A little hissing, a little clapping, and his excellent advice is taken. The "manifestation" is over—for the present.

But several times during the last fortnight a more sinister note has been sounded. I have seen the peace of the dinner hour rudely broken by those who presumably had little dinner to eat; by the rush of terrified shopkeepers to shut their shutters; by the swift vanishing of women from the streets, and the equally swift appearance of armed guards and of cavalry in the squares and public places. A prominent manufacturer of my acquaintance was pulled out of his carriage—motor-cars are laid up from lack of petrol—and told that he must walk as did his betters. Strange noises wake you in the night, and next morning you learn that there has been shooting in the streets.

A VOLCANO.

Straws show which way the wind blows. These insignificant happenings, moreover, count for as much in doleful, happy-go-lucky Andalusia as the far more serious outbreaks that are taking place in the more vigorous and highly organized populations of northern Spain. All are indications of a volcano below the surface which may, at any moment, break out into active eruption.

The authorities, both central and local, appear quite unable to cope with the situation. There is much talk of maximum prices, of free distribution of bread and soup, even of the opening of relief works. But such measures when attempted are rendered nugatory by the corruption and the inefficiency of administration, which seem to attend every effort of this tragic country. The generous charity of the philanthropic meets with the same fate. It is popularly reported that only one-third of the funds he provided ever reaches the distressed. It is also said that while half the people of Spain have not enough to eat, half the remainder habitually eat too much. Such sayings are signs of the times.

The Germanophile papers hint that Spain's distress is due to the prolongation of the war by the greedy Allies. The pro-Allies papers blame the submarine campaign, and vigorously demand a friendly rapprochement with the democratic nations and the publication of the terms of the new Anglo-Spanish commercial agreement. But even "the European war," as the Spaniards quaintly call it, is becoming a matter of comparative unimportance in the face of the ever more desperate economic situation.

La Correspondencia de España, a most moderate and weighty paper, in a leading article of December 16th, said:—

The emphasis of Spain through her economic—not her political—solution is surely coming. Already tragic realities remind us that she cannot feed herself. The misery of the lower classes, already very great—cries of hunger, appeals for bread and work flash daily over the telegraph wires from the provinces—is spreading upwards. The middle classes, including the whole army of officials who work for salaries ludicrously inadequate considering present conditions of life, are living upon half rations. The bourgeoisie, which has invested its scanty capital in agricultural, industrial, or mercantile undertakings, finds itself destined to avoidable ruin in consequence of the growing paralysis of national production. The situation to-day is grave, and in a few months it will become desperate.

THE PRICE OF VICTORY.

Sir Arthur Yapp visited Southampton recently on the eve of a big Labour food protest meeting, and addressed an audience of 3,000 people in the Artillery Drill Hall. The situation, he said, was serious, but might have been worse. We had a tremendous lot to be thankful for. Unity was the price of victory. A class war would be the greatest disaster the country could have. In the course of protracted heckling, Sir Arthur declared that he had been married seventeen years, and had never had a side of bacon in his house, or anything like it.

THREE MONTHS IN AMERICA.

THE ENGLISH-SPEAKING PEOPLES.

[BY H. E. FERRIS.]

During my recent visit to the United States (my second visit during the war) the nature of my mission induced me to watch closely for indications of American sentiment towards the British people, and I was deeply gratified to find evidences of steadily growing and broadening respect, admiration, and even affection. The Americans are newcomers in the war, but they have watched its course and studied its causes from the beginning with close attention. Prussianism, Caesarism, and militarism are abhorrent to the American mind, and the thoughtful portion of the American public have, for some time past, realised clearly that the character and embattled strength of the British peoples have up to now been the decisive force in preventing the victory of German and her satellites, and holding the field for larger and more liberal principles.

American regard for France is, of course, enthusiastic and vocal; and rightly so. This is partly an historic sentiment, born of the remembrance of French assistance during the revolutionary war, and made easier from the fact that both countries share the republican form of government. France, to the American, is the land of romance, of art, of ideas; and no Englishman grudges the American admiration for her chivalrous courage against the might of the Kaiser's legions.

In the case of England, on the other hand, there was the memory of old antagonisms to be overcome; not to speak of the influences of German propaganda and the bitter anti-British sentiment of a section of Irish extremists. Ideas imbibed from the old type of American school text-books had engendered a widespread misunderstanding of the true British character and of the real trend of British political development. It would be too sanguine a view to say that these old feelings towards Great Britain have been entirely changed—especially in the Middle West and Far West; but that they have been profoundly modified I have no doubt; and there are many evidences that the atmosphere of cordial friendship towards England is spreading steadily in the United States, and has already captured the most intelligent, influential, and far-seeing portions of this great community.

It may, perhaps, be of interest if I collect here a few of my recent indications. I noticed during my recent visit of this growing American cordiality towards England and the English people. On every hand I heard expressions of the intense pleasure which Mr. Balfour's visit and his charming personality had given. There is a keen desire in America to make the personal acquaintance of more of our first-class statesmen, and would-be good to our public men themselves who know and care far too little about American institutions and viewpoints if more of our really representative public men were to visit the United States; and the Liberal and Labour parties should be included in these visits, as well as the Conservative and Irish. I was present at the great meeting in Carnegie Hall, New York, on Oct. 18th, and witnessed Viscount Reading's brilliant reception. The presence, again, of the British "Tank" which took part in the Liberty Loan procession, and the lending by the British Government of the captured *U-33* were clever moves which met with a most cordial appreciation.

Less spectacular, but no less important, were the indications of a new temper towards England manifested in the book-shops and public Press. English books and pamphlets about the war appeared to be read everywhere with avidity. In the autumn a well-known scholar and historian of Columbia University, Mr. George Louis Beer, published a volume on "The English-Speaking Peoples," emphasising their joint international obligations, and urging with great power a closer political co-operation between them. Of course, Mr. Beer is ahead of average American opinion on this subject, but it is equally true that his views have influential backing in the States.

Another literary sign-post was the issue of the November number of *The World's Work*, as a special "Appreciation of Great Britain." In this number the best American writer on the war, Mr. Frank Simonds (of the *New York Tribune*), wrote: "It would be difficult to exaggerate the achievement of Great Britain and her Colonies in mobilising and training millions of a civil population, and in three years wresting from a nation which has prepared for forty years supremacy in guns, in materials, and in men. But this the British have done. In the next three years we shall probably realise the true magnitude of the British progress in the last three years. We shall be fortunate, indeed, if, three years after our entrance into the war, we can point to victories like those of Arras and Messines, and to start and heroic struggles toward the achievement such as the Somme." In another article the biographer of John Hay surveyed the far-sighted policy of Anglo-American co-operation, of which that gifted Ambassador and statesman was one of the earliest and strongest advocates; whilst Mr. E. N. Vose explained "Great Britain's Generous Commercial Policy," Mr. Poulton Bigelow discoursed on "Britain, Mother of Colonies," and Mr. Ralph W. Page contributed a brilliant

survey of "British-American Adventures towards Liberty," showing how the British Fleet three times kept autonomy out of the Mississippi Valley, how Jefferson had desired an alliance with England to safeguard liberty, and how Napoleon III. and the Kaiser had revived the anti-American ideas of Napoleon I. and the Holy Alliance, and had once and again found England standing behind American freedom.

During a visit I paid to Cornell University I had placed in my hands by one of the professors a newly-issued volume, by Charles Altschul, entitled, "The American Revolution in our School Text-Books," an attempt to trace the influence of early school education on the feeling towards England in the United States. This generously conceived book attracted much attention in the American Press, and marked a decided movement among the American intellectuals to cleanse their school text-books of any taint of anti-British bias.

A very valuable and illuminating analysis of the racial origins of the American people was published during my stay. This showed that 91 per cent. of the white American population in 1790 was of English, Scotch, and Irish origin. The careful investigation concluded as follows: "A people not one-tenth of German mother tongue is arrayed against Pan-Germanism, and its citizens of British parentage and birth, alone, outnumber citizens of German parentage and birth at least three to one."

THE VOICE OF HISTORY.

I take a further illustration of the movement of sentiment in the British direction from the pages of an influential American weekly journal, in which a correspondence continued through several numbers on the subject of "Removing Lukewarmness Towards England," and I take leave to quote the following fine passage from a letter contributed by Mr. Lucius B. Swift, of Indianapolis:

"When we look at embattled Britain to-day, we see a people that gave us trial by jury, *habeas corpus*, the right of assembly, the right of petition, the right of free speech, a free Press; that has preserved representative government for 1,500 years, and handed it over to us; which fought for centuries for the right that a people could not be legally taxed without a law of Parliament. For these and many other rights, which make us free we are indebted to the English people. But the stories of the blood and sacrifice which went into the establishment of these rights are not told to American children. Even the very names of these rights are unknown to American children below high-school grades—more than three-quarters of the whole. This is the field in which this country is to get the true perspective of the British people; and when that is obtained, we shall see them, not only the ancestors by blood of the large majority of the American people, but the political ancestors of every one, no matter where he came from, who lives in America and takes his stand upon Anglo-Saxon rights. No one can honestly look to any other source for these rights. When we have upon the walls of our school rooms the achievements on behalf of democracy, the American Revolution will be in the list, but we shall have to sum up the tremendous achievements which had gone before, all due to the British people. It will then appear that our revolution was a great event in the progress of democracy, of incalculable value to us, and to other British Colonies, and to England and to the world; but it will also appear that a revolution would not have occurred had it not been for a pig-headed, liberty-hating, corrupt German King.

"Since its interruption by George III. the advance of the British people in democracy has continued side by side with our advance. Its treatment of the Boers and now of Ireland are late instances. The English-speaking race has no room for lukewarmness, and when American children are taught the whole history of Anglo-Saxon democracy, lukewarmness will disappear."

Summing up my impressions, drawn from many other sources than those that space has permitted me to indicate above, I would say that, a most gratifying and inspiring improvement is becoming manifest in the sentiment of large and influential sections of the American people towards the Old Country which gave them their language, their legal habits and traditions, many of their fundamental political and social ideals, and above all the predominant traits of their character. They are satisfied, by now, that we are neither effete nor decadent. They take the natural pride of relations in the strong bulwark of British ships and men. The war has brought home to them how infinitely greater and more important are the things that united the English-speaking peoples than the things which have divided them. In short, it is a great creative time, when the dreams of those who have for generations worked for the unity and comradeship of the British and American peoples are beginning to come true, and when great permanent results for the pacification of the world and the healing of the nations may be achieved if statesmen on both sides of the Atlantic have the vision and courage to avail themselves of the opportunities now given. No trouble, thought, or expense ought to be spared to further in every possible way that welding of the English-speaking peoples into what Gladstone called a "Union of Hearts," which would be one of the greatest achievements of contemporary statesmanship.—*Daily Telegraph*.

THE SOCIETY OF ST. GEORGE, HONGKONG.



WAR BOND DRAWING

(IN AID OF WAR CHARITIES).

TICKETS \$5 each, HONGKONG CURRENCY.

With reference to the Original Prospectus issued in connection with the above, it has now been decided that:—

- 1.—The value of tickets to be sold shall be limited to \$500,000 (Hongkong Currency).
- 2.—The sale of tickets will be extended two months, and will therefore close in Hongkong on Wednesday, 12th June, 1918. Sellers of tickets are requested to send their returns and remittances to reach Hongkong by that date.
- 3.—Should any winning ticket not be presented before noon on the 23rd December, 1918, the ticket will be cancelled, and the value will be distributed amongst War Charities by the Committee of the St. George's Society of Hongkong through the medium of the Hongkong War Charities Committee.
- 4.—Notwithstanding the extension of the selling period, it has been arranged that the Bonds of the Hongkong Government War Loan of 1916 that are paid as prizes shall bear interest from the 1st May, 1918, and the first half-yearly payment of interest will be due on 1st November, 1918.
- 5.—Lists of Winning Numbers will be despatched to all selling centres as soon as possible after the Drawing, the date of which will be announced later by advertisement.

By Order of the Committee,

H. C. SANFORD (Hon. Treasurer),

CHAS. BESWICK (Hon. Secretary),

St. George's "War Bond" Drawing.

TICKETS obtainable at Banks, Clubs and Leading Stores.

[1834]

Baby in Agony With Pimples All Over Body. Scratching Turned to Eruptions. Cuticura Healed.

Above are extracts from a signed statement recently received from Mrs. Sarah Ann Cox, 14, Hayward's Yard, Salop Street, Bradley Staffs, Eng. July 19, 1916.

If your skin is already healthy and clear keep it so by using Cuticura Soap for toilet purposes, assisted now and then, by touches of Cuticura Ointment to soothe and heal any tendency to irritation, redness or roughness of the skin or scalp. Nothing better.

Samples Free by Post (Soap to cleanse, Ointment to heal). Address: E. Newberry & Sons, 21, Abchurch Lane, London, E.C. 4, England. Sold everywhere.

FOR NERVOUS EXHAUSTION

LOSS OF MEMORY and DEBILITY and to the NERVES

CHAPOTEAU'S PHOSPHO-GLYCERATE OF LIME

It increases vitality and nerve force, cures Neurasthenia, Hyposthenia, Neuritis, and all other nervous ailments in adults and children.

IN CAPSULES, IN WINE, AND IN SYRUP

THE NEW FRENCH REMEDY, CHAPOTEAU'S PHOSPHO-GLYCERATE OF LIME, is a powerful tonic and nerve restorer. It is the only French remedy of its kind. It is the only French remedy of its kind. It is the only French remedy of its kind.

DAIRY FARM NEWS.

SAUSAGES!

SAUSAGES!

A Variety to suit all tastes!

OXFORD SAUSAGES.

CAMBRIDGE " "

PORK " "

BEEF " "

LIVER " "

BOLOGNA, HEAD CHEESE.

BLACK PUDDING.

WHITE " "

1838

FOR SALE.

USED POSTAGE STAMPS (all different)

1000 Stamps \$ 8.00 | 2500 Stamps \$ 50.00

1500 " 18.00 | 3000 " 100.00

1800 " 22.00 | 4000 " 125.00

2000 " 25.00

GRACA & CO.

No. 4, WENDHAM STREET, HONGKONG [1845]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, OCEAN, BOMBAY, EGYPT, MEDITER. PANAMA PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR RAVATA, AMERICAN, CONTINENTAL, AND SOUTH AFRICAN PORTS.

THE Homeward Mail Steamer, carrying His Majesty's Mail, will be despatched from this port as usual, taking Passengers and Cargo for the above Ports. Passengers accommodation in the connecting vessel, secured before departure from Hongkong. Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the oncoming Steamer for Marseilles and London. Parcels will be received at the Office until 5 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, sailing dates, etc., apply to E. V. D. PARR, Superintendent.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and APE TOWN with transshipment at COLOMBO by Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and APE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LIMITED.
Managing Agents.

"ELJERMAN" LINE.

(KILPATRICK & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO
UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE LIMITED.
General Agents.

C. N. C. CHINA NAVIGATION CO., LTD.**SAILINGS SUBJECT TO ALTERATION**

FOR	STEAMERS	TO SAIL
SHANGHAI	"TUNGCHOW"	On 4th Apr., 11 A.M.
SWATOW and BANGKOK	"CHANGCHOW"	On 4th Apr., Noon.
SWATOW and SINGAPORE	"LINAN"	On 4th Apr., 2 P.M.
SHANGHAI	"TUNGCHOW"	On 6th Apr., 3 P.M.
CHIEFOO and TIENTSIN	"HUTCHOW"	On 7th Apr., Noon.
SHANGHAI	"SUIYANG"	On 8th Apr., 3 P.M.

SHANGHAI LINE-PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodations, Ample Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 Days)

"HAIHONG"	Capt. J. W. Evans	THURSDAY	4th Apr., at 8 P.M.
"HAITAN"	Capt. A. E. Hodgins	TUESDAY	6th Apr., at Noon.

Arrivals and Departures from the Company's Wharf (near Elsie Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.

General Managers.

BRITISH INDIA S. N. CO., LTD.**APCAR LINE.****REGULAR SERVICE BETWEEN**

CALCUTTA STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD**WESTWARD**

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified Surgeon.

For Freight or Passage apply to

DAVID HASSON & CO., LTD.

P. & O. S. N. CO.**ROYAL MAIL SERVICE**
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT TO**MARSEILLES AND LONDON.**

TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Due at Marseilles	Due at London
COLOMBO	Noon	St. from Colombo	10th	19th

When Passengers change Steamers at COLOMBO, Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S. LEAVE HONGKONG ABOUT

Passengers may travel by Railway in Japan between Ports of Call free of charge.
Return Tickets are available by the same route via Maritime Company.

INTERMEDIATE STEAMERS
(Non-Transshipment),
IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETTERHAM, PENANG, COLOMBO AND PORT SAID.
CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong about	Leave S'pore about	Due at Marseilles, if calling about	Due at London about
The Intermediate	Service is	Temporarily	Suspended.	

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Sound the World's Fleet and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godown for examination by the Consignee, and the Company's Surveyors, Messrs. GODDARD & DEVLIN, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.
For Further Information, Passage Fares, Freight, Handbooks, Dates of Sailing, etc., apply to—

E. V. D. PARR,
Superintendent.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	KAGA MARU ... 12,500 tons	Sat. 13th April 11 A.M.
NAGASAKI, KOBE & YOKOHAMA	AKI MARU ... 12,500 tons	Sat. 20th April 11 A.M.
	TANGO MARU ... 13,500 tons	Sat. 18th May 11 A.M.

SHANGHAI, MOJI & KOBE ...

LONDON or LIVERPOOL via SINGAPORE, PENANG, COLOMBO, DELAGOA BAY & CAPE TOWN ...

MELBOURNE via MANILA, ZAMBOANGA, THURS., IS. TOWNSVILLE, BRISBANE & SYDNEY ...

NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO & PANAMA CANAL ...

BOMBAY via SINGAPORE, MALACCA & COLOMBO ...

CALCUTTA via SINGAPORE, PENANG & RANGOON ...

§ Omitting Shanghai and/or Moji.

For dates of sailing apply at the Company's Office.

Wireless telegraphy.

HONGKONG, VICTORIA, B.C., SEATTLE

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI & YOKOHAMA.
Operated by the magnificent and splendidly equipped passenger steamers "FUSHIMI MARU," "SUWA MARU," "KASHIMA MARU" and "KATORI MARU," each of over 20,000 tons displacement.

Next Sailing from Hongkong.

KATORI MARU ... Sat. 13th April, 11 A.M.
§ Omitting Manila Eastbound.

For further information apply to
NIPPON YUSEN KAISHA.

Telephone 292 and 293

TOYO KISEN KAISHA.**SAN FRANCISCO LINE.**

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons	Leave Hongkong
TENYO MARU	23,000	TUES. 8th Apr.
NIPPON MARU	11,000	TUES. 16th Apr.
SHINYO MARU	23,000	SAT. 27th Apr.
PERISA MARU	9,400	FRI. 10th May
SIBERIA MARU	18,600	SAT. 8th June

The s.s. "Nippon Maru" and s.s. "Perisa Maru" omit call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO, CRUZ, BALBOA, CALLAO, ARICA and IQUIQUE.
THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

ANYO MARU	18,500 Tons
KIYO MARU	17,500 "
SEIYO MARU	14,000 "

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD. and the PACIFIC MAIL STEAMSHIP CO.
Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, Manager,
King's Building.

TELEPHONE 2274 and 2275.

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

SERVICE TO AND FROM JAPAN VIA SHANGHAI
SERVICE TO AND FROM EUROPE

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong, Tourane, Saigon, Singapore, Colombo, Djibouti, Suez, Port Said, Marseilles.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

Return Tickets to Europe available for two years.

Return Tickets to Intermediate Ports available for six months.

For full particulars regarding sailings, apply to

P. THOMAS, Agent,
Queen's Building.

TELEPHONE 740.

O. S. K. OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

North American Line (TRANS-PACIFIC).
For VICTORIA, SEATTLE AND TACOMA via SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, AND YOKOHAMA.

"MANILA MARU" ... MONDAY, 29th Apr., at 3 P.M.
"CHICAGO MARU" ... MONDAY, 6th May at 3 P.M.

NORTH AMERICAN LINE—This line maintains a regular fortnightly service between Hongkong and Puget Sound ports touching at intermediate ports in Japan. Overland cargo taken on through Bills of Lading for U.S.A. and connection are made at Puget Sound ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, and Colombo. At present this line's steamers maintain cargo only.

JAVA LINE—Monthly service for Java ports calling at Manila, Sandakan and Mesakin. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE—For Tamul, Keelung and Anping, Taiwan, via Swatow and Amoy.

"AMAKUSA MARU" ... SUNDAY, 7th Apr., at 10 A.M.
"KOSHU MARU" ... THURSDAY, 11th Apr., at 8 A.M.
"KATO MARU" ... SUNDAY, 14th Apr., at 10 A.M.
"JOSEPH MARU" ... MONDAY, 15th Apr., at 9 A.M.

These Formosan Lines will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 76 will be fixed.

For FURTHER INFORMATION, apply to—

K. YAMASAKI, Manager,
No. 1, Queen's Building.

TEL. Nos 744 and 745.

CHINA MAIL S.S. CO., LTD.**FREIGHT AND PASSENGERS****S.S. "CHINA"**

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, YOKOHAMA AND HONOLULU TO SAN FRANCISCO.
APRIL 10, 1918.

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. KETTER, Agent and Passenger Agents,
Princes' Buildings, 100, Queen's Street.

